



## Submission to the Regional Spatial and Economic Strategy

March 2019

### INTRODUCTION

Port of Cork Company [PoCC] makes this submission to the Southern Regional Assembly in respect of the proposed Regional, Social and Economic Strategy [RSES].

PoCC wishes to acknowledge and express its support for the RSES and its policy objectives.

Accordingly, this document may be viewed as complementing our previous submission and involvement in the recent consultation process dated February 11, 2019.

A copy of our previous submission is attached for reference.

### CONTEXT

The purpose of this document is to place emphasis on the critical role of Cork Port as Tier 1 Port of National significance, in terms of influencing the spatial pattern of the development and supporting the future economic and employment growth of Cork and the Southern Region.

#### National Planning Framework Objective 40

*“Ensure that the strategic development requirements of Tier 1 and Tier 2 Ports, ports of regional significance and smaller harbours are addressed as part of the <sup>[1-7]</sup>Regional Spatial and Economic Strategies, metropolitan area and city / county development plans, to ensure the effective growth and sustainable development of the city regions and regional and rural areas”*

In particular, PoCC offer continued support for the following:

- **Transport Infrastructure Priorities**
  - a) M8 Dunkettle Interchange
  - b) M28 to Ringaskiddy
  - c) Upgrade R624 to Marino Point and Cobh Road and Belvelly Bridge to National Road Status
  - d) Re-Instate Rail Connection to Marino Point
  - e) Upgrade of the Silverspings Interchange, a new eastern road access and public transport corridor to the Tivoli site which includes a rail station and rapid bus
  
- **Regional Policy Objective 136**
  - a) Development of a Regional Freight Strategy
  
- **Cork MASP Policy Objective 6 [P.222-223]**
  - a) National Planning Framework Enablers



- **Cork MASP Policy Objective 13 (a) [P.243]**
  - a) Sustainable Development and Investment

PoCC are seeking clarification in relation to:

- **Policy Objective 13 (b) European sites including SPA and SAC [P.243]**

Clarity is requested on the purpose of these feasibility studies referred to and also in terms of the body that would be responsible for carrying out the studies. Would these studies be more appropriately addressed during the planning application stages for individual projects.

Notwithstanding this, PoCC would advocate an objective that would streamline the consenting process, to provide definition around project consenting and timelines particularly in terms of environmental constraints.

### **SUMMARY**

PoCC suggest that the blueprint to deliver a sustainable Tier 1 Port for Cork, as well as large-scale brownfield regeneration in Cork City, as contained in previous submissions, would form part of the RSES documentation. A copy of the proposed blueprint is included below.

POCC also fully recognise the importance of:

- collaboration between key stakeholders
- integration planning policies, transportation policies and ports policy
- alignment of public capital investment plans with the strategic objectives identified in the NPF

And are willing to continue to work with Southern Regional Assembly to ensure these are reflected in the ambitions for the RSES.

On behalf of the Port of Cork Company.

On behalf of the Port of Cork Company.

[Redacted signature]

Port Engineering Manager,  
Port of Cork Company.

[Redacted contact information]



**Blueprint to deliver a sustainable Port and City Growth**

Port Location	Land use			Interventions
	Current Activities	Medium Term	Future Potential	
City Quays	<p>Shipping and Port Operations</p> <p>Bulk cargo &amp; project cargo</p> <p>e.g. animal feed, fertilizer, project cargo, coal, salt, steel, small cruise vessels, visiting naval vessels, waste export, timber and construction products, etc.</p>	<p>Phased relocation of shipping and cargo operations</p> <p>Relocation of 'Seveso' designated activities.</p>	<p>Cork City Docks Redevelopment (as identified in Draft NPF)</p>	<p><b>Order of priority for the port location referenced</b></p> <ol style="list-style-type: none"> <li>1. Planning for fertilizer importation and distribution in Marino Point</li> <li>2. Upgrade of R624 (Cobh Road)</li> <li>3. Delivery of the M28 road &amp; upgrade of Dunkettle interchange</li> <li>4. Extension of Ringaskiddy Deepwater Berth at Ringaskiddy west</li> <li>4. Additional lands zoned for Port related activities in Ringaskiddy</li> <li>5. Funding facilities and financial instruments to construct infrastructure and relocate Seveso</li> </ol>
Tivoli	<p>Shipping and Port Operations</p> <p>Containers, Liquid Petroleum Gas (LPG), bulk liquid chemicals, bulk solids, project cargo, trade cars.</p>	<p>Relocation of container terminal to Ringaskiddy 2020.</p> <p>Phased relocation of other port activities to Ringaskiddy, Marino Point, Whitegate and other port locations.</p>	<p>Tivoli Docks Redevelopment (as identified in Draft NPF)</p>	<ol style="list-style-type: none"> <li>1. Construction of new container terminal at Ringaskiddy east</li> <li>2. Delivery of the M28 road &amp; upgrade of Dunkettle interchange</li> <li>3. New location for LPG Gas importation and distribution in lower harbour</li> <li>4. Extension of Ringaskiddy Deepwater Berth at Ringaskiddy west</li> <li>6. Planning policy to support the relocation of Seveso Activity (LPG) to Lower Harbour</li> <li>5. Additional lands zoned for Port related activities in Ringaskiddy and Whitegate</li> <li>7. Funding facilities and financial instruments to construct infrastructure and relocate Seveso</li> </ol>
Marino Point	<p>Shipping and Industrial site</p> <p>Liquid Seveso and bulk cargos. e.g. methanol, urea, logs, woodchip, other cargos.</p>	<p>Expanding current port activities and traffic.</p> <p>Phased relocation of port activities from City Quays and Tivoli</p> <p>Facilitating future growth and new business in Port traffic</p>	<p>Tier 1 Deepwater Port Location connected to Rail and National road networks.</p>	<ol style="list-style-type: none"> <li>1. POCC masterplan for Marino Point site</li> <li>2. Planning for fertilizer importation and distribution in Marino Point</li> <li>3. Reintroduction of freight rail linkage to Marino Point site</li> <li>4. Upgrade of R624 (Cobh Road)</li> <li>5. Funding facilities and financial instruments to construct infrastructure and relocate Seveso</li> </ol>
Cork Dockyard	<p>Shipping and repair facility</p> <p>Export of large engineering products manufactured in Ireland, e.g. Liebherr cranes, Docksolid Hoppers</p> <p>Import of bulk cargos, e.g. salt, urea. Ship repair and engineering manufacturing site</p>	<p>Expanding current port activities.</p> <p>Facilitating future growth and new business in Port traffic</p>	<p>Tier 1 Deepwater Port Location connected to Rail and National road networks.</p>	<ol style="list-style-type: none"> <li>1. Upgrade of R624 (Cobh Road)</li> <li>2. Investment in current port infrastructure</li> <li>3. Dredging required to unlock full potential</li> <li>4. Funding facilities and financial instruments to construct infrastructure</li> </ol>



Port Location	Current Activities	Medium Term	Future Potential	Interdependency
Cobh	Cruise Liner Terminal	Expanding current port and Cruise liner activities.	Tier 1 Deepwater Port Location connected to Rail and National road networks	<ol style="list-style-type: none"> <li>1. Upgrade of R624 (Cobh Road)</li> <li>2. Second Cruise Berth</li> <li>3. Funding facilities and financial instruments to construct infrastructure</li> </ol>
Ringaskiddy	Multi- modal port terminal  e.g. containers, bulk animal feed, bulk fertilizer, trade cars, passenger and freight ferries, bulk cement, timber and construction products, cruise ships, project cargos, export of large engineering products, etc.	Expanding current port activities.  Facilitating future growth and new business in Port traffic	Tier 1 Motorway connected multi-modal Deepwater Port Location.  Ferry & Container terminal.  Main centre of port operations & head office	<ol style="list-style-type: none"> <li>1. Construction of new container terminal at Ringaskiddy east</li> <li>2. Delivery of the M28 road &amp; upgrade of Dunkettle interchange</li> <li>3. Extension of Ringaskiddy Deepwater Berth at Ringaskiddy west</li> <li>4. Additional lands zoned for Port related activities in Ringaskiddy</li> <li>6. Funding facilities and financial instruments to construct infrastructure</li> </ol>
Whitegate	Oil refinery and tanker jetty  e.g. oil and fuel products import, storage, export, and distribution	Expanding current energy processing and distribution  Facilitating future growth and new business in energy	Tier 1 Deepwater Port Location connected to- National road network - National fuel hub - Location for new energy logistics such as LNG regasification plant.	<ol style="list-style-type: none"> <li>1. Planning policy to support the relocation of Seveso Activity (LPG) to Lower Harbour</li> <li>2. Planning policy to support the introduction of LNG regasification</li> <li>2. Additional lands zoned for port / energy related activities</li> <li>3. Financing capability to construct infrastructure and relocate Seveso</li> </ol>
Bantry	Oil import, storage and export.	Expanding current port activities.  Facilitating future growth and new business in Port traffic	Deepwater Port Location	





## Submission to the Regional Spatial and Economic Strategy

February 2018

### 1.0 Context

Since the RPGs were adopted in 2010, the Port of Cork Company (POCC) has been identified in the National Ports Policy (2013) as a Tier 1 Port of National Significance.

Cork has also been designated as a Core Port within the North Sea-Mediterranean Trans European Network-Transport (TEN-T) Corridor, which provides a key transport link between Ireland, the most densely populated areas of Continental Europe and the wider World.

Under Section 21(4) of the Planning and Development Act 2000 (as amended) the Regional Planning Guidelines 2010 – 2022 (RPGs) will continue to have effect until the new Regional Spatial and Economic Strategy (RSES) is adopted by the Southern Regional Assembly. Therefore, it is vital for the ongoing development of the Port of Cork that the strong support in the current RPGs for the Port of Cork Company Strategic Development Plan is maintained and enhanced when the new RSES is adopted.

Example:

The importance of the RPGs' support for port development was underlined when permission was granted by An Bord Pleanála under Ref. No. 04.PA0035 for the Container Terminal and the Deepwater Berth Extension at Ringaskiddy. In coming to its decision, the Board had regard inter alia to:

- *the National Ports Policy 2013 as issued by the Department of Transport, Tourism and Sport which identifies the Port of Cork as a Tier 1 Port of National Significance, and which supports the continued commercial development of the Port, and the identification of the Port of Cork as a Core Port within the Trans European Network-Transport (TEN-T)*
- *the support expressed in the South West Regional Planning Guidelines for the relocation of the Port of Cork to deep-water facilities, enabling redevelopment of Cork City docklands and Tivoli*

### 2.0 Ports Policy and the Planning and the Development System

The role of National Ports Policy is to establish a framework for setting out the likely requirements in the future, to highlight the strategic importance of providing for the continued development of the commercial port network, and to set out the bodies tasked with developing this additional capacity.

It is the Government's position that those ports considered to be of national significance (Tier 1) must be capable of the type of port capacity required to ensure continued access to both regional and global markets for our trading economy.

Therefore, Government expects the Ports of National Significance (Tier 1) to lead the response of the State commercial ports sector to future national port capacity requirements.



## **Port Master Planning**

The National Ports Policy 2013 recognises that port master-planning for Tier 1 Ports has been completed, that it is in line with international best practice, and is consistent with National policy to improve integrated planning for all modes of transport.

The National Ports Policy further directs that the Tier 1 Port companies should engage with the relevant planning authorities to ensure the objective of embedding port strategic masterplans into planning and development strategies so as to offer clarity to all stakeholders. The provision of adequate and efficient capacity into the future is a crucial Government strategic objective.

### **3.0 How the RSES can best support Port of Cork priorities**

POCC's responsibility in the development of port infrastructure, as outlined in the National Ports Policy, will therefore depend on the extent to which there is explicit support in the RSES for the following:

- 1. Prioritisation of Port of Cork's designation as a Tier 1 and Core Port on the TEN-T Corridor**
- 2. Integration of EU TEN-T policy and the National Ports Policy**
- 3. PoCC Strategic Development Plans**
- 4. Infrastructure and connectivity**
- 5. Seveso Policy**
- 6. Integrated consenting processes and delivery mechanisms**
- 7. Whole of Government approach to land and marine planning**

1. Prioritisation of Port of Cork's designation as a Tier 1 and Core Port on the TEN-T Corridor

The EU Commission has identified 11 Core Corridor Networks one of which runs to Ireland via the UK and links Dublin and Cork: North-South Mediterranean Corridor (NSMED).

The designation of Cork as an EU Core Port demonstrates that Cork Port is of European significance, which needs to be developed in the ongoing drive for efficiencies within the Single Market.

This approach is underpinned by EU legislation which places requirements on member states to practice integrated transport planning in order to achieve efficient hinterland connections to ports along the corridor, to an EU set standard, by 2030.

The Core Port designation has opened up the opportunity for Port of Cork to avail of direct EU financial supports as well as EIB funding for the Ringaskiddy Port Redevelopment Project under the TEN-T Connecting Europe Facility.

Brexit will have an impact on the current trade flows and cargo modes between Ireland, UK, mainland Europe and globally. There is a likelihood that the market will demand more direct services between Ireland and mainland Europe. Therefore, POCC will be required to play a key role in the provision of these services and this needs to be recognised in the RSES.

The importance of Port of Cork as a key economic driver for the region must be emphasised and supported in the RSES.

2. Integration of the EU TEN-T Policy and the National Ports Policy

PoCC suggests that the principles and requirements of EU TEN-T Policy and the National Ports Policy (NPP) are embedded in the RSES.



### 3. The Port of Cork Company Strategic Development Plans

The National Ports Policy provides the following direction:

*[port] 'Companies should engage with the relevant planning authorities to ensure that port masterplans and relevant planning and development strategies are complementary and consistent. There is potential to integrate masterplans within the existing planning hierarchy; this should be explored fully by the individual port companies and the planning authorities to ensure that the process becomes embedded into planning and development strategies and offers clarity to all stakeholders regarding the future development plans for each port.'*

POCC agrees with this approach and wish to collaborate closely with regional and local planning authorities to ensure that the Port of Cork Strategic Development Plan is embedded in the RSES.

### 4. Infrastructure and connectivity upgrades

Port infrastructure development is needed to facilitate port relocation and growth as follows:

1. Ringaskiddy Container Terminal (Current project)
2. Ringaskiddy Deepwater Berth Extension (planning achieved)
3. Ringaskiddy ferry terminal linkspan (planning achieved)
4. Marino Point Port development (marine and land based master-planning)
5. Cork Dockyard expansion
6. Cobh Cruise berth extension
7. Whitegate LNG Berth and regasification facility
8. Seveso facilities (LPG and fertilizer)
9. Flexibility to cater for other expanding port markets
10. Capacity to react to market disruption such as Brexit

The order of priority for transport connectivity upgrades to support sustainable port growth and city regeneration are as follows:

1. M8 Dunkettle Interchange
2. N28 Cork to Ringaskiddy [M28]
3. Upgrade R624 Cobh road to National Route standard
4. Rail Connection to Marino Point
5. N20 Cork to Limerick [M20]
6. Northern Ring Road Connection

### 5. Seveso Policy

The Cork Region is unique in Ireland in terms of its importance to the national energy generation, agriculture, and pharmaceutical industries. These have been critical industries to the national economy. One common requirement for each of these industries is Seveso designated locations to service their activities.

PoCC suggests that, without a clear Seveso planning policy, local authorities will lack clarity regarding extent and scope of their role with respect to land use planning in this critical context.





POCC suggest the following approach:

- a regional Seveso and zoning plan needs to be prepared to identify the appropriate location for such projects in the Cork region
- the relocation and future development of Seveso facilities in the Cork Region need to be explicitly outlined in the RSES and planned for under a specific policy heading
- state functions and mechanisms are introduced to include incentives and/or penalties to encourage relocation of Seveso facilities

The relocation of Seveso will release of circa 180 acres of state controlled, serviced lands at Tivoli and City Quays for renewal and redevelopment of large scale housing, employment and amenity development, thereby transforming the scale and shape of Cork City

#### 6. Integrated consenting processes and delivery mechanisms

The RSES should recognise as an objective streamlining the consenting processes to provide definition around project consenting and timelines. This will enable financial institutions, investors and project promoters to make timely and informed funding decisions, thereby de-risking major infrastructural projects and reducing the cost of financing.

For example:

- a more integrated approach and greater interplay between planning, environmental and foreshore consenting and administrative processes to allow for clarity in procedure and certainty in timing, thereby removing the need for dual consenting process for land-based and marine aspects of development projects.
- identifying the baseline supporting documentation, for example technical, environmental, ecological and archaeological reporting that would avoid duplication of reporting and support principles of new planning applications

#### 7. Whole of Government approach to land and marine planning

PoCC suggests that the RSES should seek to support a whole of government approach, to include national, regional and local authorities, statutory infrastructure providers and regulatory bodies that would focus on:

- prioritisation of infrastructure projects that can facilitate the relocation of port services to deeper water in the Lower Cork Harbour, remove capacity constraints and improve connectivity to the TEN-T Corridor
- identification of suitable and sufficient quay-side and adjacent sites for port terminals and related activities [land use planning that prioritises port activities] at suitable locations in the Lower Cork Harbour
- relocation of Seveso activities from City Quays and Tivoli
- designation of Tivoli and City Quays as Tier 1 locations for redevelopment [masterplanning]
- the alignment of Marine Spatial Planning (MSP) with the NPF and RSESs to ensure that the combination of the marine and land spatial plans are integrated fully. County development plans and MASPs can then be prepared to include coastal zone planning with appropriate guidance from an integrated set of national and regional spatial plans



#### **4. Blueprint for Delivery**

The blueprint to deliver a sustainable Tier 1 Port for Cork, as well as large scale brownfield regeneration in Cork City, is summarised in Table 1 overleaf.

For the blueprint to succeed key interventions must be supported in the RSES, also summarised in the Table 1.

POCC suggests that the RSES takes responsibility to set out the details and prioritisation of these opportunities and interventions.



**Blueprint to deliver a sustainable Port and City Growth**

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Ringaskiddy	Multi- modal port terminal  e.g. containers, bulk animal feed, bulk fertilizer, trade cars, passenger and freight ferries, bulk cement, timber and construction products, cruise ships, project cargos, export of large engineering products, etc.	<p>Expanding current port activities.</p> <p>Facilitating future growth and new business in Port traffic</p>	<p>Tier 1 Motorway connected multi-modal Deepwater Port Location.</p> <p>Ferry &amp; Container terminal.</p> <p>Main centre of port operations &amp; head office</p>	<ol style="list-style-type: none"> <li>1. Construction of new container terminal at Ringaskiddy east</li> <li>2. Delivery of the M28 road &amp; upgrade of Dunkettle interchange</li> <li>3. Extension of Ringaskiddy Deepwater Berth at Ringaskiddy west</li> <li>4. Additional lands zoned for Port related activities in Ringaskiddy</li> <li>6. Funding facilities and financial instruments to construct infrastructure</li> </ol>
Whitegate	Oil refinery and tanker jetty  e.g. oil and fuel products import, storage, export, and distribution	<p>Expanding current energy processing and distribution</p> <p>Facilitating future growth and new business in energy</p>	<p>Tier 1 Deepwater Port Location connected to- National road network</p> <ul style="list-style-type: none"> <li>- National fuel hub</li> <li>- Location for new energy logistics such as LNG regasification plant.</li> </ul>	<ol style="list-style-type: none"> <li>1. Planning policy to support the relocation of Seveso Activity (LPG) to Lower Harbour</li> <li>2. Planning policy to support the introduction of LNG regasification</li> <li>2. Additional lands zoned for port / energy related activities</li> <li>3. Financing capability to construct infrastructure and relocate Seveso</li> </ol>
Bantry	Oil import, storage and export.	<p>Expanding current port activities.</p> <p>Facilitating future growth and new business in Port traffic</p>	Deepwater Port Location	



## 5. Conclusion

The Port of Cork is a key asset in facilitating national and regional economic growth. Cork and the region will benefit from the promotion of this asset.

Section 9 of the RSES Issues Paper states that a metropolitan area strategic plan (MASP) will be adopted for the Cork Metropolitan Area “in tandem with and as part of the RSES process”.

POCC wish to participate in the consultation process towards the drafting of the MASP.

This approach is consistent with the NPF.

### NPF Objective 40

*‘Ensure that the strategic development requirements of Tier 1 and Tier 2 Ports, ports of regional significance and smaller harbours are addressed as part of Regional Spatial and Economic Strategies, metropolitan area and city/county development plans, to ensure the effective growth and sustainable development of the city regions and regional and rural areas.’*

POCC suggest that a cooperative approach will ensure alignment of Port, City, and County growth strategies as envisaged in the NPF, 16<sup>th</sup> February 2018:

*‘Strategic plans for relevant Tier 1 and 2 ports and corresponding city growth strategies should align and be consistent with the broader aims and policies for the effective growth and sustainable development of the city regions.’*

On behalf of the Port of Cork Company.

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Port of Cork Company.

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Mob; ██████████  
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