

Question	Answer
<p><b>CO2 - Hub</b></p>	
<p>How, when, and where was the public notified and consulted on the plans for the CO2 hub?</p> <p>Who was involved and who will be benefit financially? Is the CO2 hazardous?</p> <p>How has the development taken into account the local landscape and community?</p>	<p>The CO2 hub currently under construction represents a £9.5 million investment by the Irish subsidiary of Nippon Gases, one of the world’s leading industrial gas firms. Planning permission was sought by Nippon Gases and granted by the planning authorities in 2015. Full details of the application and corresponding documentation (LA07/2015/0056/F) are publicly available via the Northern Ireland Planning Portal <a href="http://epicpublic.planningni.gov.uk/publicaccess/">http://epicpublic.planningni.gov.uk/publicaccess/</a>.</p> <p>As previously stated and reaffirmed on several occasions, all relevant approvals were granted for the project as part of a rigorous planning process, which followed all normal procedures including consideration by relevant experts, notification of the public and consultation with their elected representatives. It was also advertised in local press. Nippon Gases is committed to complying with all conditions applied to the planning permission. There was no stipulation in regards to the number of vehicle movements connected to the plant but it is expected to average around four daily. All appropriate risk assessments were carried out as required during the planning process, ahead of construction, and will continue to be so. There are no residential addresses within a 350m radius of the plant. Furthermore, the UK HSE’s paper on CO2 storage (HSE Assessment of the major hazard potential of carbon dioxide [CO2]) calculates 70m as the hazard radius for a theoretical 1 in 100,000 year incident.</p> <p>As we have also previously made clear, the planning application was screened for an Environmental Impact Assessment by the Council. The response was that there would be no likely significant environmental effect. This evaluation has been supported by the findings of the HRA that was undertaken as a condition of the Marine Works Licence application, approved by the NI Environment Agency.</p> <p>Notwithstanding the fact that planning permission had been granted some four years previously, Warrenpoint Port established an information hub on our website in 2019 to address locally raised concerns which can be found at</p>
	<p><a href="https://warrenpointport.com/port/nippon-gases-co2-hub-information/">https://warrenpointport.com/port/nippon-gases-co2-hub-information/</a></p>

Question	Answer
CO2 - Hub – Cont'd	<p>The Port had also specifically referenced the plans as early as our 2014 Annual Report, prior to the application's approval. In 2015 in the Belfast Telegraph the then acting CEO also specifically referred to this then concept plan.</p> <p>We also featured the hub, which is a permanent facility to service the food and drink sector across Ireland, in our Masterplan public consultation. However, that exercise was not designed as a consultation into the CO2 hub. Detailed drawings of the facility and its visual impact had been available since 2015 as part of the planning process and are attached for reference.</p> <p>The project is a commercial venture by Nippon Gases. Discussions on establishing a CO2 hub in Warrenpoint Port were conducted by the then board. No government grants have been provided nor sought. Although the project is not a government scheme, the Department for Infrastructure has been kept abreast of developments. Given Warrenpoint Port's status as a Trust Port, any financial gain for the harbour must be reinvested for the benefit of our community and local economy.</p> <p>Contrary to erroneous suggestions otherwise, the liquid CO2 will be food grade and totally non-toxic.</p> <p>As required by law, all the tanks at Warrenpoint will be re-certified in accordance with current Pressure Systems Safety Regulations before use and at regular intervals afterwards.</p> <p>The terminal has been designed in accordance with all relevant national and international standards and subject to independently chaired Hazard and Operability (HAZOP) and Safety Integrity Level (SIL) studies.</p> <p>It is important to note the CO2 gas to be stored is recovered, having been produced by other processes – and would otherwise be emitted to the atmosphere.</p> <p>Furthermore, it will also reduce by more than half-a-million kilometres, the distance travelled by road tankers each year, making a major contribution to cutting carbon emissions.</p> <p>Warrenpoint Port has a duty to ensure the continued economic viability of the harbour for the benefit of our community and businesses in the region. All developments at the harbour are undertaken balancing this need with our respect for the lough environment which remains paramount.</p> <p>In terms of the visual impact of the CO2 hub, we appreciate there are concerns and are therefore prepared to enter into consultation, in liaison with elected representatives and other stakeholders on proportionate, practicable and affordable measures that will support additional non-statutory screening of the facility.</p> <p>The Port believes this is an important installation with multiple green credentials that we can all be proud of.</p>



AGM

Questions & Answers

June 2020

Question	Answer
<b>Co2 - Emergency measures</b>	
Are alarms in place for residents should an accident of magnitude occur in WHA?	Before operation, the tanks at Warrenpoint will be re-certified in accordance with current Pressure Systems Safety Regulations. This will be repeated at regular intervals.
	The terminal has been designed in accordance with all relevant national and international standards and subject to independently chaired Hazard and Operability (HAZOP) and Safety Integrity Level (SIL) studies.
What emergency procedures will the Port carry out where there is a leak and how will the Port inform the community and advise the public of urgent action to mitigate any risks to the public and/or the environment?	Nippon Gases has extensive experience of operating similar facilities across Europe for many years, without incident. The risk assessments do not require alarms to be installed as the hazard radius of the HSE scenario for a 1 in 100,000 year incident is 70m which is within the port boundary.
Can you please publish on your website the site specific emergency plan for the operation currently in place?	We are unable to publish Nippon Gases' site specific emergency plan which, by its very nature in that it details sensitive personal contact information, is confidential.  However, as with all operations at the port, normal emergency plans and procedures are in place, in co-operation with the relevant emergency services. Risk assessments featuring planned mitigation have been completed by the Port, by Nippon Gases and by the Tanker Haulier extending to and currently including : ships controls for equipment and personnel, tanker controls for equipment and personnel, site controls for equipment and personnel. The NI HSE have reviewed all of that documentation in conjunction with the Port's HS&E Manager and Nippon and the Haulier.

# AGM

# Questions & Answers

June 2020

Question	Answer
<b>Co2 - Operational Matters</b>	
Can you confirm that Nippon haulage will be transporting gas from the Gas Station at Narrow Water and that no local haulage companies will be engaged?	On the complete contrary, local haulage firms will be engaged to transport the CO2. Furthermore, it is anticipated that once established this will create jobs. . Additionally, Newry based firm O'Hare & McGovern have been employed in the construction phase, supporting 35 jobs locally.
I would like to know the operating times of the c02 plant.	The hub will operate in line with normal port operating times. It is a stipulation of the planning approval that there is to be no vehicular activity related to the CO2 hub between 11pm and 6am.
I would like to know what noise levels the c02 plant will operate at.	A noise impact assessment was carried out during the planning process and conclude it would be 'low impact'. With a silencer incorporated into the facility, such is the lack of noise, operators will not be required to wear ear protectors even when in close proximity.
I have watched developments in Warrenpoint harbour and would like to know where the shipments of CO2 come from and how it is then transported on.	The shipments will arrive by ship from Great Britain, Scandinavia or mainland Europe and travel on via lorries to customers across Ireland.

Question	Answer
<b>Co2 - IDUNA Tanker</b>	
<p>How many HGV's have entered Warrenpoint Port to refill CO2 gas from the gas tanker moored at the Port?</p>	<p>The number of lorries loading from the Iduna tanker averages around four a day during the operational period.</p>
<p>Can you show what planning permission was sought or granted for a change of location for this operation?</p>	<p>The operation involving the Iduna tanker does not constitute a change of location of the permanent terminal. It is a normal port operation for the offloading of goods, in this case liquid CO2, and as such does not require planning permission. It is a safe and proven "standard procedure" that Nippon Gases have undertaken on numerous occasions across Europe in the past. Notwithstanding, the Health and Safety Executive Northern Ireland have been notified of the operation, which will continue until the permanent terminal becomes operational. The HSENI have reviewed the procedures. The risk assessments for both the permanent terminal and the current temporary port operation, based upon the HSE's hazard assessment papers, limit the risk radius of a theoretical 1 in 100,000 year incident at 70m.</p>
<p>Who owns the Iduna ship docked in the town harbour and who are the personnel on board?</p>	<p>The Iduna is a Norwegian registered vessel. Warrenpoint Port respects the personal privacy of trained personnel on board.</p>
<p>Can the Port confirm whether the tankers berthed at the Port were part of this application process? Can you share the health and safety report of these tankers being so close to residential areas on both sides of the Lough and in close proximity to employees?</p>	<p>These questions are covered in the answer above and can be answered in conjunction.</p>



AGM

# Questions & Answers

June 2020

Question	Answer
<b>Co2 - OTHER</b>	
<p>One of the tankers are very rusty , is there any chance CO2 could be leaking from it? If no, how are you sure , is there anything in place to monitor the omissions?</p>	<p>As previously stated publicly by Nippon Gases, what may appear to be rust is in fact discolouration of the insulation. The external appearance is not relevant in relation to the integrity of the pressure vessel, which is in excellent condition and definitely fit for purpose. The relevant sections of the insulation and external cladding of the tank in question will be replaced, this work will commence in July. All of the tanks will be thoroughly surveyed and re-certified by a third party competent Notified Body before re-commissioning.</p>
<p>Is it true that other places refused to house these tankers and so WHA agreed to have them?</p>	<p>Any inference that the CO2 Hub is planned for Warrenpoint Port as a last resort is strongly refuted. A number of locations were considered by the applicant, however Warrenpoint was chosen because of its strategic and convenient location to serve the island economy alongside its operational competencies.</p>
<p>Do you agree with the landscape assessment that was conducted as part of the Co2 planning application which stated that cyclists and pedestrians would enjoy views of the Co2 Gas facility when visiting Narrow Water Keep?</p>	<p>It is not for Warrenpoint Port to provide a view on comments made as part of the landscape assessment. However, we are prepared to enter into consultation, in liaison with elected representatives and other stakeholders on appropriate measures to screen the facility.</p>

Question	Answer
<b>MASTERPLAN</b>	
<p>In your Masterplan you have outlined plans to acquire the gut area of Carlingford Lough and use this land to build further port operational facilities. Can you confirm if you are still planning to follow this plan and if yes when your planning application will be submitted?</p>	<p>The Masterplan, which covers a period to 2043 was a 25-year aspirational document. As such, the Port can confirm there are no near-term plans in this regard.</p>
<p>Do you recognise and agree that the Warrenpoint Port Master Plan is a plan that is industrialising an Area of Outstanding Natural Beauty and is in fact having a very negative impact on beautiful and unique landscape of the entrance to Carlingford Lough?</p>	<p>By its very nature as a harbour, Warrenpoint Port, which has existed for almost 250 years, is industrial. We are also cognisant of our role as a conservator of the lough, which is considered alongside any planned developments. It should also be noted that large swathes of land along the Newry Road and which border the harbour estate are not owned by Warrenpoint Port.</p>
<p>Can you confirm if the development of the SRR is a priority for enabling the execution of the Warrenpoint Port Masterplan?</p>	<p>As previously stated, the Masterplan is an aspirational document, elements of which have progressed without the Southern Relief Road. We remain fully supportive of the Southern Relief Road however, not just for the benefit of the port but the entire region.</p>
<p>Do you recognise that the Warrenpoint and wider lough community are angered about the Port Masterplan and the industrialisation of their home. If yes how do you plan to engage with this community to listen to these concerns and act accordingly upon them?</p>	<p>The Port Masterplan was subject to a two-day public consultation in 2018 which was attended by more than 100 people, the majority of whom were supportive. We continue to engage with a range of stakeholders on an ongoing basis and our invitation to meet with the Love Your Lough Chair to discuss concerns remains open despite never being acknowledged.</p>
<p>Re your master plan, if the port is to expand by 80 per cent, will the health and well being of the local people be paramount? if so how?</p>	<p>The health and safety of our community and its people are among our core values. Any expansion must be in line with our mission to grow in a way that is both safe and sustainable. To that end, any developments will follow due process and must be compliant with all relevant public health and safety legislation, as is our duty.</p>

AGM

Questions  
&  
Answers

June 2020

Question	Answer
<p><b>MASTERPLAN Cont'd</b></p>	
<p>The WHA Port Master Plan 2018-2043 Executive Summary states : “The Port handled 3.48 million tonnes of cargo in 2016 increasing to 3.56 million tonnes in 2017. The total throughput value of this cargo was £6.2 billion.</p> <p>On April 26th 2018 Chris Hazzard MP stated (screenshot attached) “Warrenpoint Harbour handled nearly 3.5 million tonnes of cargo last year - with a value of £6.2 billion to the local economy.”</p> <p>Could you please clarify which one (a or b) we should believe and why?</p>	<p>The figure quoted in the Port's Masterplan document, taken from our professionally audited 2017 Annual Report, is correct.</p>
<p>To avoid further confusion to elected representatives or those of us who elect them, could you also please explain, what is the difference between “throughput value” and “value to the local economy.”</p>	<p>Throughput value refers to the value of goods that pass through the Port, determined by the price they would achieve on the market. However, the Port's value to the local economy takes into account, for example, wages, employment of local contractors, additional jobs supported in the supply chain. As detailed in the Annual Report, the harbour has a significant direct economic impact, generating £3.8 million of GVA (total economic impact £9.6m), 68 full-time equivalent jobs (total economic impact 190 jobs), and £2.5m of earnings in 2019.</p>
<p>The Master Plan also refers to the priority being “without question,” to “the delivery of the Southern Relief Road” with one suggested advantage being that the so called Southern Relief Road would remove “traffic from Newry City, reducing congestion and improving air quality.”</p>	<p>This is covered in answer above</p>

Question	Answer
<p><b>MASTERPLAN Cont'd</b></p> <p>The Master Plan also states “it is estimated by the Harbour that up to 40% of throughput begins or ends its journey in the Republic of Ireland.”</p> <p>Given that 40% of goods passing through Warrenpoint Port are bound for (or coming from) destinations south of the border, can you please explain the joined up/cross border thinking on the following scenario: Ships sailing from Europe sail northwards past the ports of Dublin, Drogheda, Dundalk and Greenore and unload their goods in Warrenpoint. 40% of these goods are then taken by road from Warrenpoint to Newry and then southwards again towards towns and cities which include those, (particularly the main centre of population in Dublin) which the ships sailed past hours earlier. If the goods bound for the south of Ireland were imported in the south of Ireland, the Warrenpoint port generated traffic would be drastically reduced, arguably by 40%, resulting in many of the advantages claimed by the so called “Southern Relief Road”, including “reducing congestion and improving air quality.”</p> <p>A) In the interests of transparency may we also challenge your claims that sending goods to Ireland by ship rather than overland is certain to be more sustainable? It is important to view any such claims through the prism of the 2019 report by the Brussels based NGO, Transport and Environment that, “Greenhouse gas emissions from shipping equal the carbon footprint of a quarter of passenger cars in Europe and stand in the way of countries reducing emissions and limiting runaway global heating. Despite the scale of shipping emissions from both container and cruise ships, they are not part of emissions reduction targets made by countries as part of the Paris agreement on climate change.”</p>	<p>Warrenpoint Port services a regional hinterland that covers Northern Ireland and, mainly border counties of the Republic of Ireland. The vast majority of goods that cross the border are bound for destinations for which Warrenpoint is their closest major port.</p> <p>Given that Ireland is an island, the vast majority of goods will arrive by sea, in keeping with other countries worldwide. In the UK, ports handle 95% of international trade. It is important to note that shipping and freight is market-led and independent of ports. The British Ports Association, a professional body of which Warrenpoint Port is a member, outlines shipping as the most sustainable method of transporting goods, and by a considerable margin, with the transport of goods by ship rather than road potentially taking 175 lorries off the road per shipment.</p> <p>Emissions by a ship are as little as 2.5g of CO2/tonne-km compared to 80g of CO2/tonne-km for a lorry.</p>

Question	Answer
<p><b>MASTERPLAN Cont'd</b></p> <p>Regarding the commitment to expansion, the Master Plan targets the acquisition of sites within the “potential port footprint” and the “acquisition of small non-conforming uses”. Please define the “potential port footprint” and what exactly you mean by ‘small non-conforming uses’, i.e. what you mean by “uses” and to who or what, in your opinion, those uses are not conforming?</p>	<p>There are considerable pieces of land between the roundabout and town dock that are not under ownership of Warrenpoint Port (identified on page 13 of port master plan). The Port would regard this area as the potential port footprint.</p> <p>Some of these lands would easily convert to harbour operational use (existing warehouses and open storage, ie they conform with port operational use already).</p> <p>Other areas of land do not conform with harbour operations (office buildings for example) and therefore would not be easily changed to port operational use. The Port may seek to acquire these lands for redevelopment, should the demand arise.</p>
<p>Given that the Southern Relief Road part of the Master Plan involves the clearance of families from their homes, potential damage to ancient woodland and the ending of a centuries old maritime tradition for Newry, is it your plan to pursue the “acquisition of sites” with the same lack of regard for local population and environment?</p>	<p>The Southern Relief Road is not a Warrenpoint Port project.</p>
<p>Would you agree that the verb “reclaim” is not appropriate for any attempt to seize and occupy the East bank and parts of the Newry / Clanrye River</p>	<p>Warrenpoint Port has not made any attempt to 'seize and occupy' land as suggested. As previously outlined as part of the public consultation into the Masterplan, any proposals to reclaim land at the gut will be carefully considered in terms of its environmental aspects and its previous industrial use as a salt mine and rail siding. All statutory procedures in relation to environmental assessment will be followed in the normal course.</p>
<p>In light of all the above points, who in your opinion is most likely to obtain relief from the “Southern Relief Road”?</p>	<p>The Port's position on the Southern Relief Road is without ambiguity. The project would benefit the entire regional economy, improving connectivity and significantly alleviating traffic congestion in Newry city centre.</p>



AGM

# Questions & Answers

June 2020

Question	Answer	
<b>Community Fund</b>		
<p>How much is allocated to the fund each year? How is the money derived?</p> <p>How does WHA define the geography area of the 'community' that the fund support ?</p> <p>What input does the community in awarding grants?</p> <p>Is the any plan to have let the community decide were the funds should go?</p>	<p>As a Trust Port, all profits are invested back into the harbour and our local community, creating employment, supporting the regional economy and local community initiatives. Full details of our Warrenpoint Port Community Fund, which was launched 2018, including eligibility criteria is available at <a href="https://warrenpointport.com/port-in-the-community/">https://warrenpointport.com/port-in-the-community/</a>.</p> <p>The level of funding available, which comes from Warrenpoint Port profits, varies annually. Each application is considered on its own merits by a committee drawn from a cross-section of Port employees, each of them members of our local community. With the recent impact of Covid 19, the Port's immediate priority is trying to protect and support employee numbers and wages.</p>	



# AGM

## Questions & Answers

June 2020

Question	Answer
<b>Other</b>	
Why were all the lights changed out to be so much brighter at night?	The current LED lighting at Warrenpoint Port was installed in 2012 and there has been no recent change. The port is, however, currently assessing options for new lighting as part of a wider review into energy efficiency which includes solar and renewable energy. It is the Port's duty to provide safe and sufficient lighting levels which are essential for the harbour to operate in order to comply with health and safety guidance.
Can you confirm that you will be open, honest and transparent with your answers to the public at this years AGM?	In accordance with our Value of Complete Integrity, the Port is committed to being honest and open in all our interactions. To that end, we provide an open door to all our stakeholders, facilitating regular visits by elected representatives, schools and community groups.

AGM

# Questions & Answers

June 2020

Question	Answer
Other Cont'd	
<p>WHA'S LEGAL JURISDICTION</p> <ol style="list-style-type: none"><li>1. Given that the WHA has the power to "make its own laws" (DfI website), who works for the Port in this legal capacity (being responsible for drawing up legislation)?</li><li>2. What have been the procedures to ensure that any bylaws were made in adherence to the Human Rights Act 1998?</li><li>3. What assurance can the Port provide to demonstrate that any future bylaws will adhere to human rights and indeed natural, civil and common law?</li><li>4. In making its own by-laws, what is the geographical and legal (areas of law) jurisdiction that the Port holds outside of the Port's grounds, if any, and they do exist, do any restrictions exist?</li></ol>	<p>Warrenpoint Port may not simply 'make its own laws'. In line with other harbour authorities, Warrenpoint Port may draft bylaws on operational matters within the harbour estate, however these must be ratified by the Department for Infrastructure. Any change or new bylaw, of which there have been none since 1998, would only be drafted with the assistance of expert legal consultants.</p>

# AGM

## Questions & Answers

June 2020

Question	Answer	
<b>Other – cont'd</b>		
<p>Can the Port list any decisions made over the last five years (since 2015) on developments that have fallen under the Arrhus Convention Article 6, paragraph 1 c where your proposed activities are deemed as having "national defense purposes" and therefore NOT require an Environmental Statement?</p>	<p>No such decisions have been made by the Port.</p>	
<p><b>BOARD MEMBERS</b> Can the Port briefly outline what contribution each Councillor has made in the last 12 months to the Port's development and what issues they have brought to the Port's attention on behalf of the public they represent?</p>	<p>As with all board members, councillors are subject to regular performance assessments, which are governed by the Department for Infrastructure. It would be inappropriate for this Annual General Meeting to detail the performance of any one individual.</p>	
<p>Given that the current Chair (albeit an extended contract) also chairs an advisory board (Haven Waterway Enterprise Zone) who advise the Cabinet Secretary for Infrastructure and the Economy, is the Chair promoting or discouraging the build of Wylfa Newydd Nuclear Plant in Anglesey?</p>	<p>The opinion of the Chair on matters outside the remit of Warrenpoint Port are not a subject for this Annual General Meeting. In order to ensure good governance, the board operates a policy that requires the Chair and all board members to declare any conflict of interest that may arise during their term of office.</p>	
<p>With regards the appointment of the Chair, how many applications did the Port receive for this role and how many have been shortlisted? If none have been shortlisted or too few, can you explain what prerequisites have been lacking in the applications of the candidates?</p>	<p>The appointment of Chairs to Warrenpoint Port is made by the Department for Infrastructure, not the Port itself. The recruitment competition for a new Chair had commenced with a closing date of 27th March 2020 but has been suspended due to COVID-19. The existing Chair has agreed to remain in the role during the interim period to ensure continuity and corporate governance. His commitment is greatly appreciated.</p>	

Question	Answer	
<b>Other – cont'd</b>		
<p>EMR &amp; 5G</p> <p>Is the Port aware of health risks associated with EMR (electromagnetic radiation) and understand the implications of the content (ie confirmed health risks and lacunae of biological testing information) from the latest EMR Guidelines from the ICNIRP (being the global standards agency on EMR), only released in March 2020?</p>	<p>Warrenpoint Port fails to see the relevance of these guidelines to the operations of the harbour.</p>	
<p>Does the Port have jurisdiction to make by-laws concerning EMR and technology used both on Port grounds and in the Warrenpoint community?</p>	<p>As previously stated, the Port may draft bylaws pertaining to operational matters, within the harbour estate only, and these will only become legislation if ratified by the Department for Infrastructure.</p>	
<p>Can the Port confirm what the new mast on the Port's grounds is being used for?</p>	<p>It has been 20 years since a mast was newly erected on grounds owned by the Port.</p>	
<p>The publication of the UK Government's Maritime Strategy to 2050 outlines the plan to fully automate, maritime ships, ports and transportation. Was the Port in agreement with this strategy knowing that local employment will suffer as a result? What was the Port's recommendation with regards to switching to automation for ports and vessels? Does the Port understand that technological advancements also need to be controlled (and sometimes prevented) to ensure that people and their environment are protected now and in the long-term future?</p>	<p>The UK Maritime strategy does not outline a plan to 'fully' automate maritime, and the Port has no plans to move to full automation. The strategy does note however, and the Port agrees, that drivers for automation include not just efficiencies but improved health and safety.</p>	

Question	Answer	
<b>Other - cont'd</b>		
<p><b>RADIOACTIVE SILT/MUD</b> Is the Port aware of the dredging and dumping (of radioactive mud) proposal that is being proposed in the Severn Estuary and that the same issues are arising with the local Welsh community (including Ministers) of the transference and therefore radioactive disturbance, of silt/mud from the actions of dredging and dumping?</p>	<p>Warrenpoint Port retains expert consultants on a range of matters including dredging. In this case, we are advised the proposed dredging regimes in the Severn Estuary have no relevance for Warrenpoint Port.</p>	
<p><b>COVID 19</b> How has Covid 19 affected the imports and exports of goods in the last six months, and which commodities have dropped and/or increased in both exports and imports?</p>	<p>As a global pandemic, Covid 19 has impacted businesses across the world. Warrenpoint Port has continued to operate throughout the lockdown, helping to keep the economy moving and to facilitate the efficient transit of goods, including many of the essential items so vital to wider society. Although all trading lines are reduced, as outlined in our Annual Report, the full underlying trading impact of Covid 19 has yet to be determined but flexibility will remain key to shorter-term future trading successes</p>	
<p>When do you expect Furlow to end and return to full working?</p>	<p>We continue to review the furloughing of staff and the flexible working arrangements, established to ensure the health and safety of staff and other port users and their families in response to Covid 19, on an ongoing basis. In reality, we anticipate flexible working - which has proven greatly efficient - to remain in place for some time and are indebted to the co-operation of staff in this regard which has enabled the Port to have remained free of coronavirus thus far.</p>	
<p>As discussed at previous meetings we are pleased to note your recent Investments in Mobile Cranes and Material Handling Equipment to assist with Land Side Operations are paying dividends, However we are concerned with the shortage of Skilled Labour to man Vessels when required,</p>	<p>A major refresher and development training program was undertaken during 2019 expanding the Port's skills-base. Covid 19 has seen an excellent responsible and flexible response from our entire workforce to help keep the island's essential supply chain moving during very challenging times. The Port is working closely with its employees to satisfactorily and mutually conclude 'Covid 19 postponed' discussions and prepare a permanent bedrock on which to flexibly and efficiently meet customer expectation into the future.</p>	

# AGM

## Questions & Answers

June 2020

Question	Answer	
<b>Other- Cont'd</b>		
<p>With the recant demolition of Covered Warehouses are there any plans to replace ,we do have requirements for Timber Products to be stored under cover after discharge from Vessels,</p>	<p>Any plans to replace warehouses will be in response to commercial requirements. However, recent investments in new forklifts has enabled additional capacity versus previous covered (usable) warehouses.</p>	
<p>We consistently see Toxic and Hazardous labels on the grounds of Port land. Last year you stated that these labels did not come from the Port yet we continually see these labels on your land. Can you confirm where these labels are coming from?</p>	<p>As previously stated, the origin of the items is unknown. Warrenpoint Port can state categorically however that the harbour does not facilitate the storage of any toxic cargo within the harbour estate and has no plans to do so.</p>	
<p>What chemicals are being used to spray the Bluebottles in the RDF storage area of the port?</p>	<p>The precise materials used by ReGen in their manufacturing site in Newry that employs locally some 250 people and then during temporary storage at the Port are commercially sensitive, however the Port, having reviewed the relevant data sheets related to the materials, can confirm that it is not classified as hazardous and contains no hazardous substances. Nor is it considered dangerous.</p>	
<p>Back in 2018 you engaged with 7 local primary schools to carry out a tree planting initiative. Can you confirm if you clearly communicated with the schools that the tree planting exercise was in fact part of the conditions set out by the planning application approval for a Co2 facility and not an exercise to enrich or protect our environment but instead a boundary to hide the facility?</p>	<p>Warrenpoint Port can emphatically confirm, the tree planting with local schools in 2018 was not a requirement of any planning application. Given that more than 1,000 native shrubs and trees were already planted, it could not be argued this does not enrich or enhance our environment. All the plants were sourced locally and the exercise forms part of the Port's wider programme to enhance the local environment which this year has seen a further 300 saplings planted.</p>	

# AGM

## Questions & Answers

June 2020

Question	Answer
<b>Other Cont'd</b>	
Can you clarify the roles and responsibilities of the 3 Councillors who sit on the Warrenpoint Port Board?	In line with guidance for good governance of Trust Ports, the role and responsibility of all board members is to ensure the long-term effectiveness of the business in the interests of our community and the regional economy by providing leadership that enables risk to be assessed and managed.
Are you supportive of a fixed bridge that will be developed as part of the SRR knowing that 300years of maritime history will be lost due to this development?	As stated at last year's Annual General Meeting, the Port supported the Blue route for the Southern Relief Road as it was least environmentally impactful and the most cost effective. For the avoidance of doubt, the road is not a Port-specific project but is designed to benefit the local region and grow the local economy and thereby enjoys our support.
Do you have air/dust pollution monitors placed in Warrenpoint Square, Newry Street and Bridle Loanan as there are residences there where people are most impacted by the air pollution that may be caused from the Port?	The Port has an air-monitoring station in place which constantly measures particles in the atmosphere. The resultant data is provided to the Council when they visit or audit the harbour. The instrument measures by particle size but does not identify what the dust is. Therefore the alarms may be triggered if coal fires or wood burners are emitting smoke in the area. We have had various examples of the alarms activating during the night or at weekends when there is nothing working in the port.
How do you measure your noise pollution and the impact it has on local residences including residents in Omeath as well as Warrenpoint?	Warrenpoint Port does not routinely measure noise pollution but investigates and responds to all complaints fully.
What is in the waste from Regen that is stored?	ReGen's facility, which has operated at the Port for seven years, temporarily stores processed household waste, which is then exported for use as an alternative to fossil fuels. The alternative is to bury in landfill sites. The Port is proud to accommodate a fundamentally green recycled alternative to landfill waste.

Question	Answer
<b>Other – Cont'd</b>	
<p>Is it possible for me to get a tour of the harbour so that I can be reassured that the development there is not detrimental to my health.</p>	<p>Given the nature of Warrenpoint Port as a working harbour, members of the public are not routinely admitted for tours. ReGen's facility is fully compliant with all requirements laid out by planning authorities and the relevant government departments. However, we are happy to make a special exception and will contact you in due course to facilitate a site tour. We have been accommodating councillor visits and will continue to enable that also in the interests of informing publicly elected representatives. The CEO looks forward to meeting you (whilst responsibly social distancing).</p>
<p>I believe that there is an infestation of rats and flies which has been noted by residents who live nearby. I look forward to your reply.</p>	<p>There is no evidence whatsoever of an infestation of any kind. The Port's closest neighbour to the RDF temporary storage site, SAICA, who occupy their own 9 acre site between the Port and our nearest residential neighbours also confirm that they have absolutely no infestation.</p>
<p>Do you believe that lack of consultation with the wider Warrenpoint community is justified when it comes to large planning applications like the Co2 development?</p>	<p>It is the duty of planning authorities to determine the scale of public consultation required for any given application. In the case of the CO2 hub, details of which have been publicly available since 2015 and throughout the planning process, after which it passed all necessary planning approvals. Reference to the plant, including visualised images of the projected development was also included in the two-day public consultation on the Port Masterplan, held in the Town Dock offices in Warrenpoint in 2018. The Port has today committed to a consultative process to revisit proportionate and practicable and affordable additional non-statutory screening in respect of the CO2 plant.</p>