

Amsterdam Airport Area

Study tour
Dublin
Programme
& Delegation

11-13 September 2019

I amsterdam.

Amsterdam Airport Area (AAA)

Amsterdam Airport Area (AAA) is a public-private partnership of organisations who are all involved in the development of business locations in the greater Amsterdam region. AAA offers its members a platform to work together and join forces for the international marketing and promotion of the region. The underlying aim is to improve the international competitiveness of the region by attracting new international companies and investors. For this, AAA has developed an extensive range of marketing activities to present the region and its specific strengths successfully to prospective clients.

In addition to its international promotion activities, AAA aims to provide her members and stakeholders a perspective on developments in international metropolitan city regions worldwide. To see them not only as competition, but also to serve as inspiration, to learn from related developments and to explore mutual interests. For this purpose, AAA has organized previous study tours to Berlin (2012), Manchester & Liverpool (2013), Stockholm (2014), Istanbul (2015), Frankfurt (2016), London (2017) and last year Paris (2018). This year, AAA took the opportunity to organize a study trip to Dublin.

The delegation for this study tour consists of representatives from the Amsterdam Metropolitan Area business community among which local government officials and representatives from public and private organisations, who are all involved in either airport development, urban planning, logistics and/or development of business parks and real estate.



Ha'penny Bridge



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Programme

Wednesday September 11

| | |
|----------------------|--|
| 11.00 - 13.25 | Gather at Schiphol Airport, lounge 41 |
| 13.25 - 14.10 | Flight AMS-DUB Aer Lingus |
| 14.10 - 15.00 | Collect luggage |
| 15.00 - 15.30 | Travel time to Embassy of the Kingdom of the Netherlands, 160 Merrion Rd, Dublin |
| 15.30 - 17.30 | Welcome by Ambassador Adriaan Palm Introduction to Dublin by Vincent Boland |
| 17.30 - 19.15 | Travel time + check-In Hotel Iveagh Garden House, 72/74 Harcourt St, Saint Kevin's, Dublin |
| 19.15 - 19.30 | Walk to restaurant Suesey Street, 26 Fitzwilliam Pl, Dublin |
| 19.30 - 21.30 | Dinner at Suesey Street |

Thursday September 12

| | |
|----------------------|---|
| 07.30 - 08.30 | Breakfast at Hotel Iveagh Garden House |
| 08.30 - 09.00 | Travel time to EPIC Museum: The Irish Emigration Museum, CHQ Custom House Quay, Dublin |
| 09.00 - 10.30 | Presentation IDA by Tommy Fanning |
| 10.30 - 11.00 | Coffee break |
| 11.00 - 12.15 | Guided walking tour Trinity College, College Green, Dublin |
| 12.15 - 12.30 | Travel time to Ely Bar & Grill. CHQ Building ISFC Georges Dock, Dublin |
| 12.30 - 13.45 | Lunch at restaurant Ely Bar & Grill |

| | |
|----------------------|---|
| 13.45 - 14.00 | Travel time to Dogpatch Labs: the CHQ Building, Custom House Quay, North Dock, Dublin |
| 14.00 - 15.00 | Presentation Dogpatch Labs by Menno Axt |
| 15.00 - 15.15 | Walk to Dublin Docklands City Council, Custom House Quay, Docklands, Dublin |
| 15.15 - 17.15 | Presentation Masterplanning Dublin Docklands |
| 17.15 - 18.30 | Back to hotel + freshen-up time |
| 18.30 - 19.00 | Travel time to Greyhound Stadium |
| 19.00 - 20.00 | Dinner at Greyhound Stadium |
| 20.00 - 22.00 | Greyhound dog races |

Friday September 13

| | |
|----------------------|--|
| 07.00 - 08.00 | Breakfast and check-out hotel |
| 08.00 - 09.00 | Travel time to Dublin Port, Port Centre - Alexandra Road, Dublin |
| 09.00 - 10.00 | Presentation Dublin Port Company by Eamonn O'Reilly |
| 10.00 - 10.30 | Travel time to Dublin Airport Authority |
| 10.30 - 12.00 | Presentation and lunch DAA by Paul Byrne |
| 12.00 - 13.50 | Check-in flight |
| 13.50 - 16.35 | Flight DUB - AMS |

Dublin may get 'offices' and 'tech' but people make a city

Marketing Ireland and positioning Dublin as a location for investment is how Fine Gael views the nation and its capital.

July 16, 2018 by Una Mullally

Once upon a time there were plans for the Grand Canal Dock area to be a real neighbourhood, not the parallel universe that it is, operating at arms length from the rest of the city.

Trinity College Dublin's billion-euro idea for an Innovation District in the Grand Canal area of Dublin is the stuff political and corporate dreams are made of. It combines lofty plans, private funding, development, the tech sector, comparisons to fancy cities such as Boston and Toronto, the seductive potential of more foreign direct investment, and government involvement for politicians scrambling to claim credit for Ireland's ongoing (yet curiously absent in many people's lives) economic miracle.

The Taoiseach, who referred to the area as "Silicon Docks" said: "We have to ask ourselves, how can we market Ireland and Dublin as the ideal location for the next wave of investment?"

Marketing Ireland and positioning Dublin as a location for investment is how Fine Gael views the nation and its capital through its augmented reality lens where everyone rejoices in the goofy neoliberal utopia of co-living and co-working spaces, alongside impossibly expensive flashy rebranded bedsits paid for by the parents of wealthy – and many visiting – students.



Perhaps these Innovation District plans will expand Grand Canal Dock's point of view beyond tech evangelism, stuff that looks good on drone videos.

Why anyone would want to emulate the neo-feudal social structures of Silicon Valley and nearby San Francisco ("How Silicon Valley fuels an informal caste system," a recent headline in Wired ran) is beyond me, especially considering that San Francisco is in the middle of a housing crisis so epic there are pretty much weekly articles detailing the craziest aspects of it: average one-bedroom apartment rent \$3,590. The 22 bus that runs in Palo Alto has earned the nickname "Hotel 22" because so many homeless people use it as an unofficial shelter. Mmm, innovation! Way to disrupt that key intersection between housing and mass transit, you guys!



Magic tax laws

An Innovation District is actually a good idea. Embedding a university amongst the multi-billion-dollar tech companies shading the startups in the area makes sense. Politicians, tech folks, and university people are constantly at pains to repeat that it's not just our magic tax laws which make everyone so much money that attracts people to Ireland – don't be silly! – it's "talent". And universities are where "talent" comes from.

The State owns or controls enough land to build more than three times as many council homes as planned by Government. Photograph: Alan Betson / The Irish Times
"Do you know what would make Dublin truly innovative? Creative? Marketable? Attractive? Cutting edge? Sustainable? World class? Building affordable housing." File photograph: Alan Betson / The Irish Times.

This latest plan also signals the ultimate purpose of the Grand Canal Dock area, which is to solely focus on an industry – tech – that is notoriously unstable. Once upon a time there were plans for the area to be a real neighbourhood, not the parallel universe that it is, operating at arms length from the rest of the city.

Almost 40% of surveyors expect Dublin house prices to fall
Average monthly cost of renting Dublin home passes €2,000.

Perhaps these Innovation District plans will expand Grand Canal Dock's point of view beyond tech evangelism, stuff that looks good on drone videos, and psychological tricks to make people stay in their offices until all hours. That would be good.

One of the things that the area has been bleeding in recent years is exciting culture. The Factory acting studio was moved out as Boland's Mill was set to be developed. The excellent cultural hub Mabos had its warehouse

redeveloped as Airbnb's office. The Lir Academy is there, which is great, and the Grand Canal Theatre sponsored by a gas company too. But the edge and the potential for an edge has long been smoothed away.

We can only dream of what those massive silos that were part of the Boland's Mill complex could have housed before they were demolished to be turned into another wall of glass. Try not to think about their potential the next time you're in the Turbine Hall at Tate Modern. We get "offices" and "retail" and "units" in Dublin, not ideas.

One Innovation District Trinity is looking to emulate is Kendall Square in Cambridge, Massachusetts, often cited as the most innovative neighbourhood in the world thanks to the combination of academic organisations and MIT affiliates and tech companies (Amazon, Apple, Google, Facebook, etc.).

City of arts

All is not well, however, in Cambridge. There's an interesting in article Cambridge Day from August 30th, 2017. It's about the Cambridge housing crisis, which says between 2012 and 2017 housing prices in the area nearly doubled.



I don't hear much talk about housing in this Innovation District. Where are all of these innovators going to live?

"Historically Cambridge has been a city of arts, scholarship, entrepreneurship, music and innovation," the article reads. "It has been a diverse city – a sanctuary for immigrants and refugees from all over the world. It has a delightful mix of people of all races, nationalities, stages of life and levels of education. It is similar to Manhattan in its heyday. What happened to Manhattan? Housing prices limited new residents to lawyers, executives, bankers and old money... Once the arts scene is gone scholars move to the suburbs and engineers can no longer afford to take a few months off from work to bootstrap new ventures, Cambridge will reach a tipping point of a major demographic shift. The excitement and intellectual energy will be gone."



Sound familiar?

I don't hear much talk about housing in this Innovation District. Where are all of these innovators going to live?

"Let people who are from the city, want to live in the city, make the city, create in the city, contribute to the city, exist in it. People who don't have tech company salaries. Immigrants. Students. Artists."

Do you know what would make Dublin truly innovative? Creative? Marketable? Attractive? Cutting edge? Sustainable? World class? Building affordable housing. Let people who are from the city, want to live in the city, make the city, create in the city, contribute to the city, exist in it. People who don't have tech company salaries. Immigrants. Students. Artists.

The cultural fabric of the city and the people who create that fabric, which is what makes Dublin special, is being dismantled because of the housing crisis. Innovate that.

Source: <https://www.irishtimes.com/opinion/una-mullally-dublin-may-get-offices-and-tech-but-people-make-a-city-1.3565762>



Projects & Speakers

Vincent Boland



FT's Ireland correspondent returns home to a foreign land

November 21, 2014

Vincent Boland returns to Dublin after 22 years away to find that the country and its capital have undergone a revolution.

One lovely spring morning, a couple of months after I had returned to Dublin to be this newspaper's Ireland correspondent, I stepped out on to Baggot Street from the Financial Times offices to get a coffee. Within about a minute I had been hailed by two people who knew me but I couldn't immediately place them, and had two animated conversations on the pavement about nothing very much.

I used to find this aspect of Irish life irritating – the overbearing friendliness, a need to talk. In Ireland, I used to think, there is no place to hide. I suspect that is one of the reasons I left – in 1992 – after a few years at the Irish Times, to pursue my ambition to be a foreign correspondent (the main reason I left, of course, is that to be a foreign correspondent requires you to be somewhere foreign).

Now that I am back after 22 years, I find this spontaneous quality to Irish life consoling. I am still getting used to living again in the city I used to call home. To describe the experience as a culture shock would be an overstatement – Dublin is not that strange, and I moved here from London, not some distant galaxy. Yet the city's unaffected

friendliness has made the transition easier than it might have been. People seem glad to see me. Irish people really do like to stop you in the street and ask how you are.

It is one of those qualities about Ireland that seems immune to change, like the greenness of its countryside. But there is no getting away from change. I am constantly asked what changes I notice in Dublin after two decades away. I find this hard to answer. There is no doubt that Ireland and Dublin have changed a lot. In a sense, they have undergone something of a revolution. But I think it may be too soon to tell what the effect of that revolution has been, or even whether it is finished.

In the 1980s, I would not have predicted that, within a generation, this country would experience an economic boom, the adoption of the euro to cement the country's place in Europe, peace in Northern Ireland, the emasculation of the Catholic Church, the destructive end of the economic boom, and the re-emergence of that age-old Irish phenomenon – emigration.

Perhaps some of those trends were starting to emerge in 1992, but I did not notice them. Now the evidence of change is all around me. The pinched little place I left now feels quite different. It is more open, confident, internationally minded, full of young people doing interesting things, comfortable in its status as a European capital. The quality of life is also higher, even after the crash.

The changes can be seen in the neighbourhood where I live, on Pembroke Road, a lovely avenue that leads from the diplomatic belt in Ballsbridge towards the centre of town. When I first lived in Dublin in the 1980s, I used to walk up this avenue daily to my job and promised myself that I would live here some day. Now I do, in a 1970s flat that is in need of a bit of 21st-century modernisation but has a large terrace.

The secret to living happily in Dublin is to find the right village. Dublin is, of course, one big village, but it is made up of smaller ones. Mine is Upper Baggot Street, one of the best high streets in the city. It has all sorts of shops, cafés and restaurants. St Stephen's Green and the downtown area are a short walk away, as is Herbert Park, which for my money is the best park in the city. I walk everywhere if I can, because Dublin is small enough to be a walker's city. It is also because public transport is not great, and it can be bafflingly hard to get around if walking is not possible.

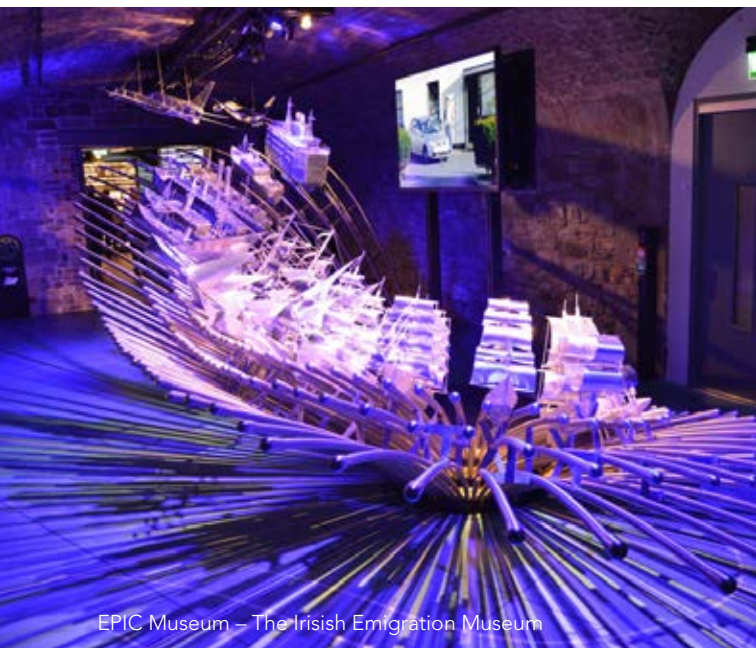
Dublin is easier to navigate by public transport than Ankara, where I lived between 2004 and 2008, but compared with London, Milan, New York or Prague, where I have also lived, the transport system is not fit for the 21st century. When I was looking for a flat to rent I wanted it to be within walking distance of the office. I didn't want to have to rely on buses, which is how most Dubliners get around. My search for accommodation also revealed the poor quality of much of Dublin's housing. Finding the right place was a nightmare: there is little in this city that can be described as a 21st-century apartment. The friendliness is one of those qualities that seems immune to change.

But I am enjoying my return, and discovering a lot of Irish people have spent time abroad – not 22 years maybe, but a few, nonetheless, in London, Europe or the US. I didn't used to think of myself as an emigrant – I left Ireland because I wanted to, not because I had to – but I suppose that is what I have been. We Irish are born emigrants. The rise in emigration after the financial crash caused a lot of debate. But I have never seen it as something to be lamented. Living and working abroad makes us better people. Ireland is a very small country. For a lot of us, staying put is never going to be entirely fulfilling.

My initial impressions, after seven months back, are that I have returned to a place that is pitched between its rise

and fall, as it were. So my assignment here comes at an interesting moment. During my time away I missed the emergence of the Celtic Tiger and its disappearance. It was a great story. I think my job is to find out what it all means, and discover if my fellow Irish really have changed. It will be a lot of fun. But first, I must pop out for a coffee.

Source: <https://www.ft.com/content/4d5a38d2-6a89-11e4-bfb4-00144feabdc0>



EPIC Museum – The Irish Emigration Museum

EPIC Museum – The Irish Emigration Museum

EPIC is located in The CHQ Building in one of Dublin's most historic locations by the banks of the River Liffey on Custom House Quay. CHQ, formerly known as Stack A, or the Tobacco Store, was built between 1817 and 1820 to store valuable cargoes of tobacco, tea and spirits. Designed by the Scottish engineer John Rennie with his son of the same name working as his principal assistant, this industrial masterpiece had the largest pre-20th century clear floor space in Dublin city. The building was made famous when it hosted the Crimean War Banquet in 1856, celebrating the return of 3,000 Irish soldiers.

A vision for change

In the early 2000s, the Grade One protected structure was sympathetically restored by the Dublin Docklands Development Authority. Irishman Neville Isdell, former Chairman and CEO of Coca-Cola, purchased the building in late 2013 with the intention of developing this magnificent structure into a destination at the social heart of Dublin's Docklands. 10 million Irish people left their homeland for a wide variety of reasons over the centuries, ranging from famine and religious persecution through to economic need. "My own experience of being an emigrant has always stayed with me. And as they say, I left Ireland but Ireland never left me. Before retiring as Chairman and CEO of Coca-Cola in 2009 my career took me all over the world, to 151 countries, living and working in 5 different continents. I've always believed that the story of Irish people around the world was one worth telling, and so, I founded EPIC in 2016."

Neville Isdell, Founder, EPIC The Irish Emigration Museum

Address

CHQ Custom House Quay, Dublin
www.epicchq.com



Industrial Development Agency (IDA): Invest in Ireland

More than 55 Brexit-related investments were won by Ireland in 2018

The investments added more than 4,500 Irish jobs as employment numbers rose. January 3, 2019

IDA IRELAND won more than 55 Brexit-related investments last year but warns that under no scenario is Brexit a good outcome and that some companies will be impacted.

Martin Shanahan, CEO of IDA Ireland, said at a press conference earlier today that “given the fact we don’t know what Brexit looks like or what a future UK/EU trade deal looks like, it’s impossible to say what would happen in the future.”

The government agency responsible for attracting foreign direct investment (FDI) to Ireland also announced today that 2018 saw over 14,000 net jobs created with

FDI employment – its highest level on record at 229,057 employed.

Despite losses of nearly 9,000 jobs last year in client employment, Shanahan said he couldn’t identify if those jobs and other FDI company losses were related to Brexit.

“Can I rule that out? No I can’t, but we will be doing everything in our power to ensure that there aren’t losses due to Brexit,” he said.

He said most companies in their portfolio are well prepared for worst-case scenarios. Mentioning conversations he’s had with some pharmaceutical companies, he said they have made adjustments to their supply chains and logistics in order to avoid any hurdles that might arise from different Brexit outcomes.

2018 also saw the agency win new or expand previous companies presence in Ireland like the Bank of America, Barclays, Citi Group and Morgan Stanley.



Regional Areas

The job growth from FDI companies was shown to have grown outside of Ireland's major cities, with 58% of IDA client-supported jobs now located outside Dublin.

Minister for Business Heather Humphreys said, "we will be doing everything possible in 2019 to encourage more firms to invest further in the regions." Shanahan also added that continuing to grow Dublin is a key factor in order for the rest of the country to thrive.

"A strong capital city and strong regions are required to win investment," he said.

Over the last four years 407 investments have been won for regions, creating almost 27,000 net jobs, while employment rose in the midlands by 14% and 8% in the west.

Potential upsets

The agency said current trends in depressed investment flows may continue due to geo-political situations like trade wars. He said the health of the US economy is also important due to the large amount of investments that come from the United States into Ireland.

Having the Irish economy maintain its competitiveness is key, and concerns have been raised around housing, investment in education, income tax levels at a high rate and skills in the labour market.

This year IDA Ireland will begin developing its new five year strategy for 2020-2024 and will see the agency looking into further opportunities in Canada, Turkey, Israel and the UAE.

Source: <https://jrnl.ie/4421920>

Address

Wilton Park House,
Wilton Pl, Dublin
www.idaireland.com





Trinity College

Trinity College Dublin was created by royal charter in 1592, at which point Dublin Corporation provided a suitable site, the former Priory of All Hallows. Its foundation came at a time when many universities were being established across western Europe in the belief that they would give prestige to the state in which they were located and that their graduates, clergy for the most part, would perform a vital service as civil administrators. By the 1590s England had two long-established universities, each with an expanding group of colleges, and Scotland four. The idea of a university college for Ireland emerged at a time when the English state was strengthening its control over the kingdom and when Dublin was beginning to function as a capital city.

The organisational design of the new institution was influenced by Oxford, Cambridge and continental precursors, but from the beginning it was an autonomous corporation governed by 'provost and fellows', committed to teaching and to scholarship, the first and (as it turned out) only college of the degree-awarding University of Dublin. The College site, lying some distance east of the small walled city, was far larger than the small community of fellows and students required, and the first brick buildings of the 1590s occupied only a small part of what is now Front Square. But from the beginning the College's library was a priority, and the energy with which early Trinity scholars (notably Luke Challoner and James Ussher) assembled the initial collections of books marked Trinity out from other sixteenth-century foundations.

The twentieth century

Another major change in the second half of the twentieth century was in the composition of the academic staff: it became progressively more international. Until the 1930s the great majority had been doubly indigenous, being Irish-born and Dublin University graduates, including many who returned, like Ernest Walton who came back from Cambridge in 1934 and shared the Nobel Prize for Physics in 1951, arising out of his work two decades earlier on splitting the atom. The dominance of indigenous graduates in the academic community had all but disappeared by the 1980s, and the increasingly cosmopolitan character of the College helped drive change in the curriculum, in research, and in the general appetite for innovation across the institution. There has meanwhile been a transformation in the size of the academic community: in 1950 the academic staff had totalled less than 125, far out-numbering the support staff; by 2011, in a vastly different environment, there were 676 academics and 667 research fellows and assistants, out of a total staff complement of 2,860.

In terms of physical development since 1950, the College contributed to the small stock of fine modernist architecture in Dublin, beginning with the Berkeley Library (1965-6), the Arts Building (1977-8), the Dental Hospital, the O'Reilly Institute (1989), the Ussher Library (1999-2001) and the Long Room Hub (2008-10). But by 2000 the College had begun to burst out of its campus home, with a huge expansion of its halls of residence off campus, and with Nursing, Drama, and the Social Sciences putting down new roots a short distance away. But the most ambitious construction project in the College's history, the Trinity Biomedical Sciences Institute in Pearse St (2008-11), has become the strongest physical statement of the College's outward movement. The opening of this development, which now houses five academic schools, coincided with the development of the Trinity Academic Medical Centre,

an alliance between the university and its two main teaching hospitals, St James's and AMNCH, Tallaght. And west along Pearse St, the Science Gallery was opened in 2008 as part of the new Naughton Institute: within a short time the Gallery has become a highly successful centre for 'science outreach' and art-science collaboration, exploiting to the full the potential for creative interaction between college and capital city.

Source: <https://www.tcd.ie/about/history/>

Address

College Green
Dublin 2, Ireland



Dogpatch Labs

Dogpatch Labs is a start-up hub, located in the historic chq Building and in the heart of Dublin's Digital Docklands. Our mission is to accelerate the development of Ireland's startup ecosystem by providing a valuable community from where you can grow, share knowledge and form connections.

From Furniture Store...

We're home to over 45 Companies and over 300 Members. Alumni include many of Ireland's fastest growing tech companies such as Instagram, Intercom, Boxever, Voysis, Twilio, Logentries and Profitero. Through the global Google for Entrepreneurs Partner Network we're connected to startup ecosystems around the World.

...To Startup Hub

With the relocation to the chq Building and under the mentorship of Mervyn Greene and Neville Isdell, Dogpatch Labs enters a new phase with a distinct identity. Having expanded now to almost 40,000 sq. ft in size over 3 levels, Dogpatch is now better placed than ever to serve the tech community with the help of key partnerships with Ulster Bank, Google and more.



Our Space

Dogpatch opened in March 2015 and has been through three distinct stages of development. The original site allowed us the opportunity to create space for up to 25 startups, many of which are still with us. The second phase of development, with the help of Ulster Bank, gave us The Vaults, our dedicated events and meeting space. Our newest and third phase was the construction of the Mezzanine Floor and our flexible hotdesking Urban Garden space.

Ground Floor

A former furniture store located on the north end of the chq Building, the 13,000 sq. ft of space began development in January 2015. A young and dynamic team was assembled and tasked with drawing up plans and designs for a unique coworking space. Once confused by a passer-by of being a doggy day care centre (!), Dogpatch Labs still attracts lots of interest within the building but has since firmly established its presence in the area.

CHQ

We are proud to be housed inside the iconic and historic CHQ. Formerly known as Stack A, it was built in 1820 as a wine and tobacco warehouse with vaults beneath to store wine. Constructed by the pioneering work of John Rennie it has since been restored many times. The building is home to EPIC, the new interactive visitor experience that showcases the unique global journey of the Irish people, as well as a number of delicious food and coffee outlets.

The Digital Docklands

We are at the heart of Ireland's tech and financial ecosystem. South of the River Liffey there are the European HQs of some of the world's biggest tech companies; Google, Facebook and Air BnB. To the North lies the IFSC - International Financial Services Centre - where a number of Fintech companies are innovating for the 21st century.



Address
The Chq Building,
Custom House Quay,
North Dock, Dublin
www.dogpatchlabs.com



Masterplanning Dublin Docklands

Dublin Docklands Development Authority

The Dublin Docklands Development Authority was created by the Dublin Docklands Development Authority Act 1997 to lead a major project of physical, social and economic regeneration in the East side of Dublin. The DDDA developed the Dublin Docklands into a world-class city quarter paragon of sustainable inner city regeneration - one in which the whole community enjoys the highest standards of accesses to education, employment, housing and social amenity and which delivered a major contribution to the social and economic prosperity of Dublin and the whole of Ireland.

Key Statistics

- Project launched 1997
- Development Area - 520 ha (1300 acres)
- To date Dublin Docklands has attracted over €3.35 billion of public and private investment
- 92.9 acres (37.2 ha) under Section 25 Planning Schemes
- Creation of 40,000 new jobs
- 11,000 new homes of which 2,200 (20%) are social and affordable
- Population growth from 17,500 (1997) to 22,000 (2008)
- Total development commenced in the first 5 years 380,000 m²

The Project extended over 520 hectares, at the core of which were former Dockland areas comprising some 100 hectares of substantially derelict or low value industrial land. The various communities lying in the area outside of this core comprised some 17,500 people. Although there was a very strong and active sense of community, the area had severe economic and social problems. In particular, unemployment was, in 1997, averaging 30% and only 35% of the children were still attending school in the Leaving Certificate year.



The Docklands Project radically changed the whole area, not only through major phases of mixed use property development but also by involving local people in the planning of that and by fostering and investing in educational and other social interventions. These interventions aimed to develop social and economic capacity in order to ensure that the Area development was truly sustainable.

Every five years the Authority created a Master Plan for the Dublin Docklands Area. The last 2008 Master Plan outlined the strategy for the social, economic and physical regeneration of the Area.

Source: <http://www.dublindocklands.ie/planning/planning-history/about-docklands/dublin-docklands-development-authority>



Address

Custom House Quay,
Docklands, Dublin
www.dublindocklands.ie



Port of Dublin



Port of Dublin

Dublin Port

Dublin Port Company is a State-owned commercial company responsible for operating and developing Dublin Port. Dublin Port is the largest freight and passenger port in Ireland with all cargo handling activities being carried out by private sector companies operating in intensely competitive markets within the Port.

Dublin Port is one of five major ports classified as Tier 1 / Tier 2 ports in National Port Policy and categorised as core / comprehensive ports in the EU's TEN-T network. Dublin Port's large share of national port volumes, particularly in the Ro-Ro and Lo-Lo modes, arises due to a combination of two factors, location and depth of water. Dublin Port is a key part of the national port system and Dublin Port Company seeks to ensure that it plays its role in providing national port capacity.

Dublin Port handles almost 50% of all trade in the Republic of Ireland. Located in the heart of Dublin City and at the hub of the national road and rail network, Dublin Port is a key strategic access point for Ireland and in particular the Dublin area.

Dublin Port and the City

Dublin Port shares a unique connection with the city of Dublin. It is a bond that is not just physical – it's a shared history, culture and community between the port and our capital city. To strengthen, continue and encourage this connection Dublin Port has commissioned a series of cultural and heritage initiatives, designed to present Dublin's rich maritime heritage in new and thought-provoking ways. These recognise the importance of Dublin Port and its integration with the city, and celebrate this unique connection.

Some of these initiatives between Dublin Port and the city include:

Starboard Home

A musical journey commissioned by Dublin Port Company – inspired by Dublin Port, Dublin City and the River Liffey. A collaboration which reflects on the relationships between the Port, the City and the Liffey through song, ranging from elegant electronic pop to sublime trad inspired moments and crafted songwriting. The album and musical performances at the National Concert Hall (NCH) were curated and produced by Bell X1's Paul Noonan and the NCH's Gary Sheehan. Featuring Paul Noonan (Bell X1), Paul Cleary (The Blades), Cathy Davey, James Vincent McMorrow, Duke Special, Gemma Hayes, Jape, Colm Mac Con Iomaire, Lisa O'Neill, Declan O'Rourke, John Sheahan and Caitriona Lally, this was a unique partnership for a once of a kind project.

Port Perspectives

Following an open call to artists and arts projects to create site-specific works in Dublin Port, 'Port Perspectives' was commissioned by Dublin Port Company to create a series of original and innovative public artworks/installations. These commissions were realised throughout 2017 and respond specifically to the built environment/local areas/history and context of Dublin Port. The commissioned artworks were part of a year-long programme of activity in 2017, which included an exhibition of works by the Belgian artist Eugeen Van Mieghem at Dublin City Gallery the Hugh Lane and a range of related arts education and engagement activities.

The commissioned artworks responded specifically to the built environment and local areas in and around Dublin Port, enhancing the public realm to draw audiences and port visitors, while creating a living exhibition and cultural trail.

Source: www.dublinport.ie

Address

Port Centre - Alexandra Road
Dublin

www.dublinport.ie



Dublin Airport

Dublin Airport officially opened at 9:00am on January 19, 1940. It was a cold Friday morning when the inaugural flight - an Aer Lingus Lockheed 14 bound for Liverpool - departed from Collinstown Airport, as it was then known.

In the late 1930s, development had begun on a terminal building and grass runways at the Collinstown site. The architect of the new terminal building was Desmond FitzGerald, an elder brother of the former Taoiseach, Dr. Garret FitzGerald.

The curved building with its tiered floors was designed to echo the lines of a great ocean liner and won many architectural awards for its design. This original terminal building was designed to cater for just 100,000 passengers a year.

The airport opened with just one flight a day to Liverpool and Collinstown was effectively mothballed during the Second World War, as Aer Lingus operated a twice-weekly service to Liverpool. Aer Lingus resumed its London service to Croydon in November 1945.

By 1947, flights departing from Dublin had ventured as far as Continental Europe, with Dutch airline KLM beginning the first European service to Dublin. New concrete runways were completed in 1948, and in 1950 - after ten years in operation - the airport had been used by a total of 920,000 passengers.

By the late 1950s, the original terminal was incapable of handling growing passenger numbers, so the new North Terminal was opened in June 1959. Originally it had been planned that this building would handle all US and European flights, but instead it became the arrivals area for all passengers.

By the 1960s, new departure gate piers were added adjacent to the old terminal to cope with larger aircraft. However it soon it became apparent that the original terminal building could no longer cope with passenger demand. Work began in 1971 on a new terminal building designed to cater for an expected six million passengers per year. The new £10 million terminal opened in June 1972.

The airport has greatly expanded since then with the addition of a new terminal, new departure gate piers, an extension to the 1971 terminal building, a new runway and taxiways.

In November 2010, Dublin Airport's Terminal 2 and its connected boarding gate pier were opened. The award-winning new terminal will allow the airport to handle more than 30 million passengers per year. It will ensure that Dublin Airport continues to be what Desmond FitzGerald had originally envisaged - a modern European airport that is Ireland's premier aviation gateway.

More than 400 million passengers have travelled through Dublin Airport since that first flight took off in 1940. The old terminal, which is a listed building, is still partially used for daily passenger operations and many of the internal design features of the building have been retained as a reminder of those early days of aviation.

North Runway

In 2007, An Bord Pleanála granted Dublin Airport planning permission to build a 3,110 metre runway, 1.69km north of the existing main runway. Due to the subsequent economic downturn, the project was put on hold.

However, the recovery in the economy has seen passenger numbers reach record levels with 31.5 million people travelling through Dublin Airport in 2018 to over 180 destinations worldwide. As traffic has grown at Dublin Airport, the need for additional runway capacity has

become more acute and immediate. In light of this, the decision to progress with North Runway was taken in April 2016.

North Runway is being delivered within the airport's existing land bank. Careful planning has allowed this land and the associated flight paths to be safeguarded for over 40 years. Construction began in December 2016 with the runway scheduled to be delivered by 2021. The project will support up to 1,200 jobs during the development phase as well as generating significant employment opportunities in the local supply chain for construction materials.

Facts & Figures

31.5 million passengers in 2018

Airlines and aircraft movements

47 scheduled airlines

Aircraft movements: Up to 740 per day

Destinations: Over 200 destinations

Flying to 44 countries on four continents

Facilities

United and ryanair planes on runway

Number of Runways: 2

Runway Length: r/w 10/28: 2.637m; r/w 16/34: 2.072m

Number of Terminals: 2

Terminal 1 - Opened 1972

Terminal 2 - Opened November 2010

Car parking spaces: 15,500 long-term and 3,100 short-term

Source: <https://www.dublinairport.com/corporate>

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