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General Assembly
and the AIVP Days

"Working Waterfront":
a City-Port mix
in progress

In pertnership with:

Comhairle Cathrach
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Dublin City Council

**COMHLACHT CHALAFORT
ÁTHA CLIATH
DUBLIN PORT COMPANY**

Ruairí is a T.D. for Dublin South-East and has been a public representative since 1974. Before entering public life, Ruairí was an architect and town planner. His depth of experience and political acumen is extensive, having served as a Minister in six different Departments, including as Minister for Finance from 1993-1997, and as Leader of the Labour Party between 1997 and 2002. He was director of elections for Mary Robinson's Presidential Campaign in 1990 and is currently Treasurer of the Party of European Socialists. He was Minister for Education and Skills from 2011-2014 and is widely recognised as being one of the most reforming ministers in this portfolio since the foundation of the state where he oversaw a change agenda that spans all areas of education.

Ruairi QUINN TD
Member of Irish Government, previously author of the Dublin Docklands Development programme
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LA VILLE DE DUBLIN ET SON PORT

Dublin a toujours été une ville portuaire. Le port proprement dit a en effet été fondé avant la ville il y a un peu plus de 1200 ans. La ville s'est développée grâce et autour des activités portuaires et du trafic maritime, et l'ensemble de la communauté citoyenne de Dublin était lié, directement ou indirectement, à la vie d'un port qui allait bientôt devenir le plus grand du Nord-Ouest de l'Europe.

Au cours des sept siècles qui ont suivi, à mesure que Dublin se développait, le fleuve Liffey a joué un rôle essentiel pour la ville et les activités portuaires faisaient partie de la vie quotidienne des habitants des deux côtés du fleuve. Cependant, avec la modernisation du trafic maritime, la taille des navires de commerce s'est accrue et le port s'est lentement mais inexorablement déplacé en aval du fleuve vers des zones de mouillage plus profondes. Avec le temps, les travailleurs portuaires et leur communauté ont suivi et se sont peu à peu éloignés des autres habitants de la ville.

Dans les années 1988-1989, l'Irlande, sous la tutelle de l'État, a décidé de développer le secteur des services financiers afin de profiter de la libéralisation des marchés financiers à l'échelle mondiale. Le territoire, qui avait été abandonné en raison du déplacement des activités portuaires modernes en aval du fleuve, a renoué pour la première fois depuis plus de 250 ans avec les autres quartiers de la capitale.

En 1997, le gouvernement a créé la Dublin Docklands Development Authority afin de poursuivre le développement du secteur. Ce projet a été une grande réussite. Le vieux port, fondé par les Vikings il y a 12OO ans, accueille aujourd'hui un grand nombre de nouveaux envahisseurs pacifiques venus travailler dans un endroit que la population locale nomme les "Silicon Docks" !

DUBLIN CITY AND ITS PORT

Dublin has always been a port city. Indeed, the port itself came before the city, just over twelve hundred years ago. The city grew in and around the activities of the port and it seagoing traffic. The community of Dubliners were all, directly and indirectly, linked with the life of what was soon to be the largest port in the north west of Europe.

Through the next seven centuries, as Dublin grew, the river Liffey was central to the City of Dublin and port activity was the daily scene for citizens on either side of the river. But as shipping modernised the size of trading vessels increased and so began the slow but inexorable movement of the port down river to deeper moorings. In time, port workers and their communities followed and became detached, slowly separated from the rest of Dubliners.

In 1988/9 Ireland, with Government leadership, decided to establish a financial services industry to take advantage of the liberalisation, worldwide, of financial markets. The land left behind by the down river movement of modern port activity, was for the first time in over 250 years reconnected with the rest of the Capital.

In 1997 the government established the Dublin Docklands Development Authority to further develop this area. Its work has been a great success. The old port, established by Vikings twelve hundred years ago, is now home to many new and peaceful invaders working in a place that the locals call Silicon Docks!

LA CIUDAD DE DUBLÍN Y SU PUERTO

Dublín siempre ha sido una ciudad portuaria. En efecto, el puerto en sí vino primero que la ciudad, hace poco más de mil doscientos años. La ciudad creció con y alrededor de las actividades del puerto y su tráfico marítimo. Toda la comunidad dublinesa estaba relacionada, directa e indirectamente, con la vida del que pronto se convertiría en el mayor puerto del noroeste de Europa.

A lo largo de los siguientes siete siglos, a medida que Dublín iba creciendo, el río Liffey se convirtió en un eje central para la Ciudad de Dublín y la actividad portuaria fue el escenario diario de los ciudadanos en ambas riberas del río. Pero a medida que se modernizaba la industria naviera, aumentaba el tamaño de los buques comerciales y así comenzó el lento, pero inexorable traslado del puerto río abajo hacia mayores calados. Con el tiempo, los trabajadores portuarios y sus comunidades lo siguieron y se fueron desprendiendo, separándose lentamente del resto de los dublineses.

En 1988/9, bajo el liderazgo del Gobierno, Irlanda decidió establecer una industria de servicios financieros para aprovechar la liberalización a nivel mundial de los mercados financieros. Los terrenos que habían quedado desocupados cuando la actividad portuaria se trasladó río abajo se volvieron a conectar, por primera vez en 250 años, con el resto de la Capital.

En 1997, el gobierno creó la Dublin Docklands Development Authority para desarrollar más esta área. Su trabajo ha tenido un éxito rotundo. ¡El puerto antiguo, fundado por los Vikingos hace veinte mil años, es hoy el hogar de muchos invasores nuevos y pacíficos que trabajan en un lugar que los locales llaman "Silicon Docks"!

DUBLIN CITY AND ITS PORT

Ruairi Quinn

Dublin has always been a port city. Indeed, the port itself came before the city, just over twelve hundred years ago. The Celts were the last nomadic people or nation in Europe and had been pushed to the edges of Western Europe by the more strongly organised Continental European peoples. So it was the Vikings, or Norse people who brought urbanisation to Ireland. They started by building port settlements all along the eastern coast and as far south and west as Limerick.

The port city of Dublin was far up river from Dublin Bay, the largest inlet on the east coast of Ireland. The initial settlement was on the south bank of the river Liffey. The city had its origins in the activities of the port. The construction of the fortifications on the raised ground on the southern bank consolidated the predominance of urbanisation in that area for centuries to come.

The city grew in and around the activities of the port and it seagoing traffic. The community of Dubliners, even the smaller number who had settled on the banks of the north side, were all, directly and indirectly, linked with and involved in with the life of what was soon to be the largest port in the north west of Europe.

Through the next seven centuries, as Dublin grew, the river Liffey was central to the City of Dublin and port activity was the daily scene for citizens on either side of the river. Slowly, the number of bridges across the river increased, facilitating communication between the north side and the south side.

The modernisation of shipping increased the size of trading vessels and so began the slow but inexorable movement of the port down river to deeper moorings. In time, port workers and their communities followed and became detached, slowly separated from the rest of Dubliners. The original port city had in time become a city, the Second City of the British Empire, with a port.

In the late 1700s, the regulation of port commerce moved from the centre of the city to a new magnificent Palladian styled Customs House, built on reclaimed land close to the then edge of Dublin Bay. The port community of dockers, other port related workers and their families were already there.

Butt Bridge, named after the leader of the Irish Parliamentary Party in the Imperial Westminster Parliament, was where the city of Dublin ended and the Port began.

It was last pedestrian and vehicular bridge on the east of the city and would remain so until the 1980s. The elevated railway bridge, beside Butt Bridge, now completely screened out and obscured the activity of the port. Out of sight was out of mind as was the destiny of, ships, cargoes, passengers and port communities.

Unless Dubliners had a specific reason to be in the port, or to travel to Ringsend and Irishtown on the south side, the citizens of Dublin simply bypassed the port. They no longer were aware of the port population and their way of life. They had no concept of what in reality was a 24/7 working week for shore based communities and ships crews who had to catch the next tide. The industrial activity grew up around the working community, supplying English and Welsh coal among many things in return for Irish food and live cattle.

The relentless movement down river was compounded by the rapid modernisation of ports, worldwide, with mechanisation, containerisation, bulk carriers and automation that transformed the internal landscape of the port, freed up hectares of brownfield sites and ended the traditional pattern of employment and way of life for thousands of families who knew no other way.

But unless you lived there, or came from there, you didn't really know. That is until a new eastern city bypass and toll bridge opened up this forgotten place and space to the rest of the city and indeed the country.

In 1988/9 Ireland, with Government leadership, decided to establish a financial services industry to take advantage of the liberalisation, worldwide, of financial markets. The land left behind by the down river movement of modern port activity, now nearly all East of the new toll bridge was for the first time in over 250 years reconnected with the rest of the Capital. The Port had come back to the City.

In 1997 the government established the Dublin Docklands Development Authority.

Working in the vacated space between where the modern port was now located on the east and the city edge up to the Customs House on the west. The, DDDA as an autonomous body, had the remit for the physical, economic and social regeneration of an area of approximately 1300acres.

It's work has been a great success as is evident from what can be seen on the ground and the levels of employment with state of the art skills and international, as well as national high tech companies employing thousands people, many from other parts of Europe and rest of the world.

So the old port, established by Vikings twelve hundred years ago, is now home to many new and peaceful invaders working in a place that the locals call Silicon Docks!

The port continues to grow and modernise. City traffic commuters crossing the toll bridge regularly encounter big cruise liners moored right up to the edge of the enlarged with their curious passengers eager to peacefully invade the city and the country.

Ruairi Quinn