Suggestions for consideration in drafting of the
Statement of Strategy for Transport, Tourism and Sport 2017-2019

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Hydrogen Re-fuelling infrastructure for Ireland

The European Union (EU) has set ambitious climate protection policy goals. Each member state must plan to reduce Europe’s greenhouse gas emissions by 80-95% by 2050 compared to 1990 levels. Greenhouse gas emissions in the transport sector will have to be cut by at least 60% by 2050 compared to their 1990 levels to achieve these targets. The introduction of alternative zero-emission and propulsion technologies will be of vital importance in implementing this strategy. The much anticipated and expected large-scale deployment of fuel cell electric vehicles (FCEVs) by a number of car manufactures is expected to play a major role in achieving the EU’s climate protection policy goals; FCEVs are zero tail-pipe emission vehicles. The hydrogen they require as fuel can potentially be produced cleanly and sustainably, sourced from diverse renewable energy sources. Hydrogen fuel therefore has significant potential for achieving carbon-neutral vehicle technology along the whole hydrogen value chain.

The lack of an adequate refuelling infrastructure is the only significant remaining obstacle to a successful roll-out of hydrogen powered fuel cell vehicles across the EU. While there are significant efforts on-going in several EU Member States, such as in Germany, the UK, Scandinavia, Netherlands, France, Italy, Norway and other countries. Ireland currently has no plan for hydrogen powered vehicles. Ireland needs to be embrace the potential benefits of hydrogen fuel cell technology and as an initial step the Department of Transport, Tourism and Sport should seek the immediate establishment of a Hydrogen Ireland Mobility Group (HIMG);

This group could act as a forum for facilitating information, learning and collaboration between automotive stakeholders, public organisations and other interested parties. The HIMG should have the following objectives;

i. Develop a strategy and roadmap for FCEV and Hydrogen Refuelling Stations (HRS) rollout to facilitate commercialisation and market maturity of hydrogen transport in Ireland.

ii. Establish contact with key stakeholders which could provide and welcome the opportunity to work in partnership. This will allow for a greater understanding hydrogen activities in the UK and European regions and how existing/future energy and hydrogen transport clusters could be developed.

iii. Explore how the Irish Government can support the establishment of funded technology demo projects and eventual roll-out of hydrogen re-fuelling stations.

iv. Coordinate a Public Awareness Campaign for hydrogen fuel cell technology.
**World Class to Serve the World**

The Forfás report; “World Class to serve the World” published in 1995 looked at what Ireland needed to do at policy level to nurture and develop the then growing economy. A major focus of the report was on supply chain and logistics and it had a total of 27 recommendations for the logistics and supply chain sector. One of the recommendations that became a reality was;

“A single Centre for Transport and Logistics should be established as a centre of excellence to create a fundamental new resource for logistics and transport efficiency, to provide an increased focus on logistics and transport, to heighten awareness and to facilitate improvements in logistics quality.”

As a result of the above recommendation, The National Institute for Transport and Logistics (NITL) was established in 1998 following a proposal submitted by the then Faculty of Business at Dublin Institute of Technology. Supported by Enterprise Ireland funding; NITL established education, research and consultancy activities to support the enhancement of supply chain competitiveness of Irish and Irish-based enterprises. NITL established two MSc degree programmes in Supply Chain Management; the full-time programme is aimed at recent graduates from across a broad range of disciplines and to date has produced over 120 MSc in Supply Chain Management graduates. In recent years there has been a very strong interest from international students in the full-time MSc programme. The Executive MSc in Supply Management is aimed at logistics and supply chain managers to date more than 140 managers have graduated from the Executive MSc programme. Following on from the publication of the Forfás report and the establishment of NITL, the College of Business in DIT established Ireland’s first dedicated BSc in Logistics and Supply Chain Management degree programme. Along with DIT most of the other Universities and Institutes of Technologies now have some offering in the area of Logistics and Supply Chain Management.

The Department of Transport, Tourism and Sport should relook at the recommendations of the 1995 Forfás Report that were not implemented and in the wake of the recent Brexit decision and the prevailing volatility of global markets perhaps the time has come for;

“A Minister of State for Logistics Services should be appointed to champion and promote the provision of logistics services to Irish exporters.”
The Extent of Power Asymmetry in the Irish Agri-Food Supply Chain and its Impact

It is a widely held belief among farmers and other the key actors, they are not getting their fair share in the food supply chain and their viability is being seriously threatened. Globally; the Agri-food sector has reached a critical stage in its development where supply chain collaboration is now becoming an imperative for success in global markets. Right across the globe average farms generates poor profits; processor profitability is poor; food waste has reached unacceptable levels; suppliers of farm inputs and products continue to make low profits. Scale is no longer a protection against risks now being faced. Agri-food supply chain collaboration is an imperative to economic sustainability.

Managing supply chain relationships continues to be a challenge for many supply chains, collaborative activities and adaptive processes require information sharing throughout the supply chain. Numerous studies have concluded that collaborative activities can bring about transactional efficiencies and enable greater collective returns. Research has also illustrated how power asymmetry may limit these activities as it can encourage opportunism by the stronger partner to appropriate greater value in the relationship. Power asymmetry is generally inevitable in supply chain relationships and so needs to be understood in order to achieve a win-win situation for all partners.

In the wake of the recent Brexit decision and the prevailing volatility of global markets, the Irish Agri-Food Supply chain must be made aware closer collaboration between farmers, processors and retailers will help assist the sector to avail of future global opportunities within the industry.

There needs to be a broad based analysis and an awareness campaign into the impact of power asymmetry on collaboration, adaptation and integration in relationships in the Irish Agri-Food Supply Chain.

Logistics and Supply Chain Management in the Leaving Certificate Curriculum

There needs to be a greater awareness of the importance of Logistics and Supply Chain Management among school leavers, parents and career guidance teachers. Logistics and Supply Chain Management should be an integral element of the Leaving Certificate Business Syllabus.

For many years logistics and supply chain management was seen as a low level operation-intensive high cost unsung hero of the corporate world. Today effective logistics and supply chain management decisions are critical boardroom issues as in many cases it is the supply chain that is becoming the source of competitive advantage.