

# Geography

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Higher Level

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## *Regional Geography – Dublin Economy*



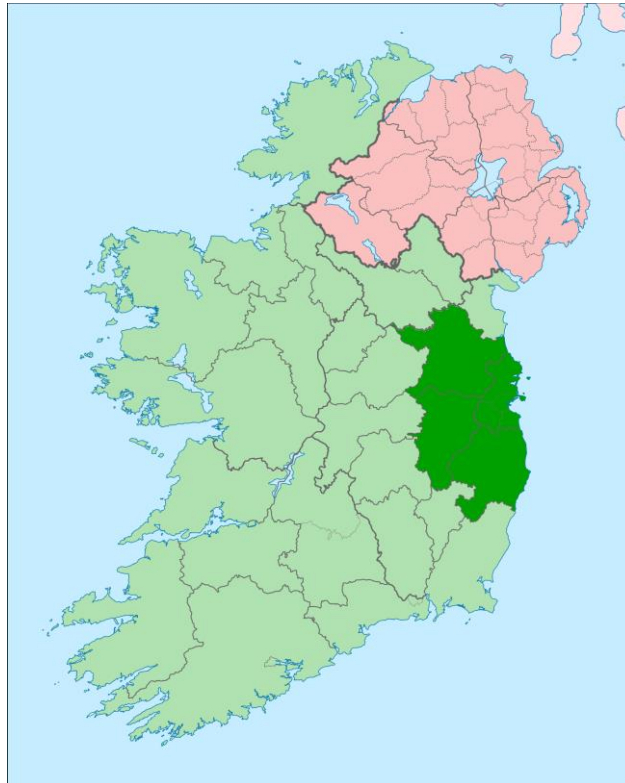
# Leaving Certificate Geography

## Higher Level

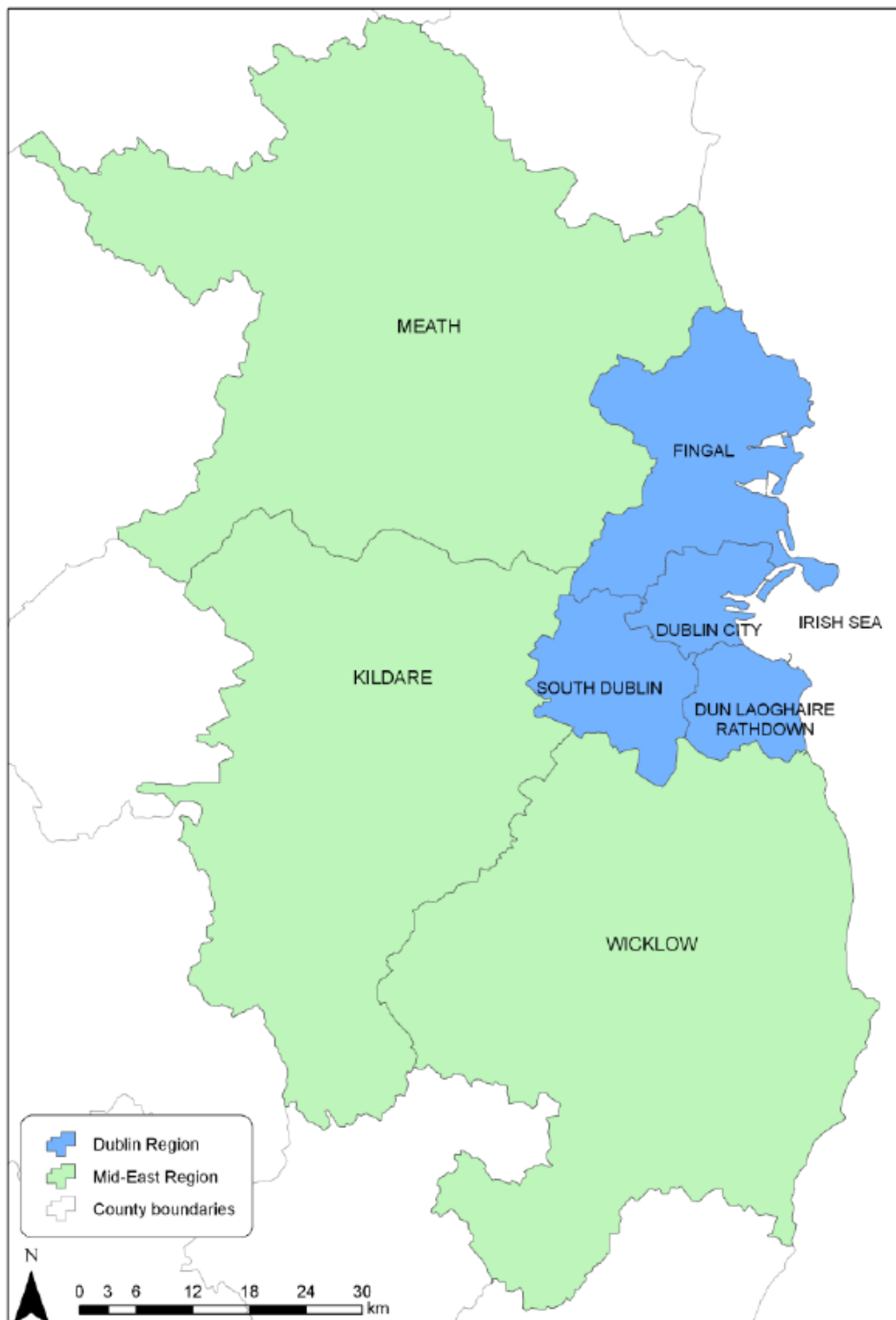
### Regional Geography

The Dublin Region
<u>Economic Activities</u> <ul style="list-style-type: none"><li>□ Primary Economic Activity</li><li>□ Secondary Economic Activity</li><li>□ Tertiary Activity - Tourism</li></ul>

## The Greater Dublin Region



### The Dublin Region



## Dublin Region – Factors Influencing Agriculture

### Factor 1 – Relief

#### Description of Relief

- Relief refers to the height of land in an area. The Dublin Region is a mainly **lowland** area. This means that most of the land lies below 200 metres. This area of lowland is the eastern end of the Central Plain of Ireland. The lowland area extends from the southern part of the county through the western and northern parts of County Dublin.
  - The only extensive upland area is found along the southern edge of the region. This is where the Dublin Mountains are located. These are an extension of the Wicklow Mountains. The land here rises steeply to heights over 300 metres. There are examples of some isolated higher points. An example of this is Killiney Hill is the south of the region. This reaches a height of \_\_\_\_\_ metres.
- The land forms a mostly gently sloping or undulating landscape. The land height rises gently from the coastline. The only area with steep slopes is the area of the Dublin Mountains.

#### Impact of Relief on Agriculture

- The relief of the Dublin Region creates advantages for the development of agriculture.
  - **Soils** – lowland areas will tend to have a deep depth of soil. The Dublin Region has a deep soil covering much of it made up of fertile brown earths. The low slope of much of the landscape means that the soil cover will not be damaged by natural soil erosion such as mass movements. It also reduces the impact of surface run-off from heavy rainfall.
  - **Drainage** – the land slopes gently towards the coastline causing rivers to flow in a general eastward direction. The region forms the drainage basin of the River Liffey. The natural drainage will maintain the natural soil fertility and reduce risk of waterlogging.
  - **Farm Size** – The lowland gently sloping relief ensures that there are few physical obstacles to farms. This allows for large single farm units. The Dublin Region has an average farm size of \_\_\_\_ hectares (\_\_\_\_\_ acres). This is the highest in Ireland. The larger farm size allows for higher output levels and better economies of scale.
  - **Use of Machinery** – Modern farming is heavily dependent on machinery (**capital intensive**). This allows for higher output levels. The gently sloping, lowland relief means that there are no real obstacles to machinery use. This is especially important for activities such as arable/tillage farming, e.g., growing/harvesting of cereals (wheat).
  - **Transport of Produce** – Farming activities are very focused on supplying to the large urban market. The lowland relief has helped the development of a modern road system. Motorways such as the M1 run down through the main farming area of north County Dublin. This allows ease of access to markets and supplies.

## Factor 2 – Markets

- A **key advantage** for the development of farming activities in the Dublin Region is the influence of **market forces**. They **determine** both the **demand and supply of farm produce**. The nature of the market for agricultural output is **shaped by the population characteristics** of the region.

**Population Size** – The **2016 census** recorded a population of 1.3 million for the region (28% of Ireland's total population), providing a **large number of consumers** for farm produce.

*(Together, Dublin and the surrounding counties of Wicklow, Kildare and Meath form the **Greater Dublin Area** (GDA). In 2016, the population of the GDA was estimated at \_\_\_\_ million).*

**High Population Density** – The Dublin Region is mainly an **urban area**. Nearly 90% of the population live in **Dublin city and suburbs** where average population density is 1200 per km<sup>2</sup>. This is a **concentrated market** which makes it easier for the **sale /distribution** of farm produce.

**Income Levels** – The Dublin Region has the **highest average disposable income** level in Ireland, estimated at € 25,000 in 2015. This is 20% above the national average. This ensures a **higher personal spending power** and **higher level of consumer demand** for farm produce

## **Impact of Markets on Agriculture**

- The **size, prosperity** and **proximity** of the regional market has **stimulated** and **encouraged** the development of **intensive commercial farming**. This farming is **capital intensive** in nature with **high levels of output** and **high productivity levels** which allow farmers to **maximise profits**.
  - Market influences have led to a trend of **farm amalgamation**. By 2015, there were just \_\_\_\_ farms in the Dublin Region, but the **average farm size** of 120 acres is the **highest in Ireland**. (Some of the largest commercial farms in the region have grown to over 2000 acres in size).
  - The **economic stimulus** of a large, accessible market has made these farms among the most productive in Ireland. In 2015, agriculture in the region produced an output of € 150 million and an income of € 50 million. This was from a farming area that is only 30% of Co. Dublin. (the smallest area of land in any county devoted to farming).
- **Market Gardening/Horticulture** – Over \_\_\_\_% of farms are involved in fruit/vegetable production. Many varieties of fruit and vegetables are grown. Most of this activity occurs in the northern part of the region, e.g. around **Rush** and **Lusk**. High consumer demand has encouraged the use of **glass houses** to grow produce. The region has over 1/2 the commercial glasshouses in Ireland. Most of the produce is sold directly to shops/supermarkets and restaurants.
- **Potatoes** – The region produces nearly \_\_\_\_ % of the national potato crop. Most of the produce goes direct to shops or is supplied to the **food processing** industry, e.g. **Tayto**.
- **Cereals** – The region produces over 10% of the national wheat crop. Much of the produce is supplied to the **brewing industry**, e.g. **Guinness**.
- **Dairying** – Milk is produced and the Dublin Region provides a daily demand. Some milk will also be supplied to the food processing industry.



## Dublin Region – Secondary Industry

### Secondary Industry (Manufacturing)

Secondary industry refers to the making and developing of products. The products are made from raw materials or other products. Secondary industry is also referred to as **manufacturing** industry.

- The Dublin Region is the most important manufacturing region in Ireland. It accounts for nearly 1/3 of all manufacturing output in Ireland. Dublin has traditionally been a centre of industry.
  - Secondary industry is the second most important industrial sector in terms of employment. In 2016, it accounts for about 12% of all jobs. Recent decades have seen the decline of old, traditional industries and the expansion of highly technical, specialised industries.

### Factor 1 – Transport Infrastructure

The Dublin Region has a **modern transport system**. This benefits the movement of raw materials needed as **inputs** in the manufacturing process. It allows the **movement of finished goods** from factories to the markets. This factor also **influences the location of industry**.

- The Dublin Region is the **national nodal centre for the road and rail network**. All the main motorways converge on Dublin, e.g., the **M1, M7**, etc. They connect Dublin to all the other main cities and regions of Ireland. This allows the supply of raw materials into the Dublin Region and the distribution of finished products across Ireland.
  - An example is the **agribusiness / food processing sector**. Raw materials can be easily transported into manufacturing centres in Dublin. This includes the production of Guinness. The barley raw material is supplied into St. James Gate in Dublin city centre. The Guinness is then produced and the finished output is transported across the country.
- The Dublin Region has the most important **international transport links**. This allows the import of vital raw materials and the export of finished goods. For secondary industry, the key transport link is **Dublin Port** which handles about 50% of all international trade. Another key feature is **Dublin Airport**. This is the busiest airport for both passenger and freight traffic.
  - An example of a manufacturing industry that is heavily dependent on international trade is the **pharmaceutical sector**. Companies such as **Pfizer** (Clondalkin) need to have access to imported raw materials and the export of vaccines, medical drugs, etc.
- The transport infrastructure also influences the location of manufacturing industry. In the last 30 years, manufacturing industry has tended to relocate away from the city centre to the outskirts of the city. This is because of advantages of more space and easier access (less congestion).
  - Most manufacturing in the Dublin region has located to sites near or beside the **M50**. These include the Sandyford Industrial Estate, City West, Blanchardstown Corporate Park, etc.

## Factor 2 – Markets

Markets are the places where manufactured goods are sold. The importance of an area's market is determined by population size and income levels. This will directly influence the level of demand and consumption of manufactured goods. This influences the location of manufacturing industry.

- **The Dublin Region has a very large and wealthy market. This is shown by its population size, population density and income levels. It means that much produce is sold locally.**
  - **Population Size** – It is Ireland's most populated region. In 2016, the population of the region was estimated at **1.35 million**. This is nearly 30% of the Irish population. The high and growing population ensures a high number of consumers for manufactured products.
  - **High Population Density** – The region's population is mostly urban. Average population density is **1200 per km<sup>2</sup>**. Density increases to over 3000 km<sup>2</sup> in the city area. This high concentration of population makes it easier for the sale/distribution of manufactured goods.
  - **High Average Incomes** – The region has the highest average income levels in Ireland. In 2017, average disposable income was **€22,000**. This is 13% above the national average. Many people have a good spending power. It ensures a high demand for finished products.
- Markets are very important for the agri-business/food processing sector. Easy market access is vital as many products are perishable with a short life-span, e.g. fresh milk (Premier Dairies). The industry must meet daily consumer demands and adapt to new trends, e.g. Cadbury's. A very diverse range of products are produced, e.g. bread, meat, drinks (Guinness), etc.

## Factor 3 – Labour

Labour refers to the workers employed in an industry. In manufacturing, the location of industry will be influenced by the cost, quality, skills and availability of labour.

- In the Dublin Region, the last 50 years has seen a shift away from **labour-intensive industry** towards **capital-intensive industry**. There is increased reliance on technology.
- **For manufacturing in the Dublin Region, the main focus is on the supply of an educated, skilled and qualified labour force. This is being shaped by the following;**
  - **Large Education Sector** – In 2018, the region had over 50% university students. These students form a large pool of skilled labour for a variety of manufacturing industries.
  - **Education and Industry Links** – There are increasing links between the university sector and industry, e.g. training, work experience and **Research and Development (R&D)**.
- The supply of highly skilled labour has attracted many **MNC's** to the region. New manufacturing industries have developed, e.g., pharmaceuticals, software development, etc. It has led to a reputation for high quality produce and success in an era of globalisation.



## Development of One Tertiary Economic Activity – Tourism

### Factor 1 - Government Policy

The **role of government** is a key factor in the development of Dublin tourism. Government policy is to **support and develop the tourist industry**. The government has the **financial resources/control of decision making** to do so. It does this because of the **economic benefits** that result.

- The Government directly assists the Dublin tourist industry through the **Department of Trade, Tourism and Sport** along with State agencies such as **Fáilte Ireland** and **Tourism Ireland**. They interlink with the four local councils in the Dublin Region, e.g. **Dublin City Council**, etc.

**Tourism in the Dublin Region is supported by government in the following ways;**

- Advertising/Marketing – Dublin is **promoted as a holiday destination** by both **Fáilte Ireland** and **Tourism Ireland**. This is done by regular **advertising campaigns** within Ireland, e.g. ‘**Discover Ireland**’ and abroad, e.g., the 2015 ‘**Dublin – A Breath of Fresh Air**’ campaign. (Tourism Ireland focuses on advertising/marketing in over twenty countries around the world).
- Tax Policy – From 2011-2018, the government **reduced the VAT** rate for the tourist sector to \_\_\_\_%. This was done to **boost competitiveness** and create **employment**. This has contributed to the recent growth of tourism in the Dublin Region, e.g. an increase of \_\_\_\_\_ jobs by 2017.
- Funding – Many tourist activities in Dublin receive **financial support** from various State agencies. An example of this was the investment of € \_\_\_\_ million by Fáilte Ireland in the 2017 **St. Patrick’s Festival**. There are also **business supports** for new tourist **SME’s**, e.g. grants.
- Tourist Information – Visitors can access information from **tourist offices** (Dublin Discover Ireland on O’Connell St.), **websites** (visitdublin.com) and **apps**. They provide details on tourist attractions, accommodation, transport, tours, shopping, restaurants, nightlife, events, etc.
- Improving Standards – State bodies **regulate the tourism industry** to ensure a **good image** for Dublin. Fáilte Ireland manages accommodation standards, e.g. room size, by its **quality assurance** scheme. The FSAI inspects **hygiene standards** in restaurants, hotels, bars, etc.

**Government support has helped the tourism industry to grow. Economic benefits include;**

- Increased Revenue – In 2017, the total value of tourism to the Dublin Region economy was estimated at € \_\_\_\_ billion. Of this figure, € \_\_\_\_ billion came from overseas visitors. (Increased spending from overseas tourists boosted retail spending in Dublin by \_\_\_\_ % during 2017).
- Employment – In 2017, the total number of people **directly employed** in the Dublin Region tourism/hospitality sector rose to \_\_\_\_\_. This is \_\_\_\_ % of all jobs in the region. It is the fastest growing sector for job creation and creates \_\_\_\_\_ new jobs. It also has led to more **indirect employment** (In 2016, tourism created \_\_\_\_ jobs directly and \_\_\_\_ jobs indirectly).

### Factor 2 - Access

- The development of tourism is aided by a **modern transport infrastructure**. It allows **easy direct entry access into the region**. It then ensures **ease of movement within the region**.

### Access into the Dublin Region

- **Air travel** – The region is served by an international airport, i.e., **Dublin Airport**. This is **Ireland's busiest airport** and the **main entry/exit point** for visitors to Ireland. In 2016, Dublin Airport accounted for \_\_\_\_% of all air passengers and \_\_\_\_ % of flights into and out of Ireland.
  - Air travel is the **main form of access into Dublin** by foreign visitors/tourists, i.e., \_\_\_\_% arrive by air. Dublin Airport has now over \_\_\_\_\_ international **arrival flights** per week).
  - By 2019 there are direct flights between Dublin and \_\_\_\_\_ airports in \_\_\_\_ countries. Most flights are **short/medium haul** but there is an increasing number of **long haul** flights.
- **Dublin tourism has benefited from improvements in international air travel as follows;**
  - City Breaks** – **Regular/cheaper flights** allow people to visit Dublin for **just a few days**, i.e., **short-stay/week-end city breaks**. In 2016, \_\_\_\_% of all visitors from the UK stayed for 1-3 nights. This **tourism trend** has enabled Dublin tourism to become **an all year round activity** (\_\_\_\_% of visitors arrived in January-March in 2016). It has led to an **increase in tourist numbers to Dublin**, e.g. up to \_\_\_\_ million from the UK and \_\_\_\_ million from mainland Europe in 2016 (Dublin was the \_\_\_\_ most popular city destination in Europe).
  - Long Haul Tourism** – Improved **connectivity** and **promotion** has led to an **increase in tourists** from **source markets** such as the **USA**. In 2016, there were \_\_\_\_ flights per week into Dublin from the USA. Visitor numbers from the USA to Dublin reached \_\_\_\_ million (2016).
- **Access by Sea** – The region is served by **Dublin Port**. It is **Ireland's busiest port** with three passenger terminals. It provides direct access into Dublin as it is located close to the city centre. Visitors can access Dublin by **ferries** that carry **tourist vehicles**, i.e., cars, vans and coaches.
  - Visitors arrive on ferries from the UK. Most come on the **Dublin-Holyhead** route. This is a usually a \_\_\_\_ hour crossing. In 2016, \_\_\_\_\_ passengers arrived in Dublin on this route. This route accounts for nearly \_\_\_\_ of all passengers arriving by ferry into Ireland.
  - Dublin is an increasingly popular destination for **cruise liners**. In 2018, \_\_\_\_ cruise liners visited Dublin bringing \_\_\_\_\_ passengers/crew into the city (\_\_\_\_ are set to arrive in 2019).
- **Access by Road/Rail** – Dublin is a national **nodal point** with the main road and rail routes converging on Dublin. They allow direct access to Dublin **from the rest of Ireland**. This includes motorways such the **M1** (to Belfast) and **M4/M6** (to Galway). Dublin can be accessed from Cork by rail in less than 3 hours. Journey time by rail from Belfast to Dublin is 2 hours and 10 minutes.
  - Improvements in transport infrastructure have made journey times to Dublin shorter. This has led to increased visitor numbers to Dublin. In 2016, a total of \_\_\_\_ million domestic trips were made to Dublin. In that year, \_\_\_\_\_ visitors to Dublin came from Northern Ireland.

### Access within the Dublin Region

- Once tourists arrive in Dublin, there are a number of travel methods that allow them to get around the city to visit tourist attractions. **Public transport** includes **LUAS** (passes through the city), **DART** (access along coastline), **Dublin Bus** sightseeing tours and **Dublinbikes**. Tourists can obtain a **Leap visitor card** that provides cheap/flexible travel for up to 7 days.

## Exam Questions

### 2019 – Question 4 B Tertiary Economic Activity - Tourism

- ☐ Examine **two** factors that have influenced the development of tourism in an **Irish** region that you have studied. [30m]

### 2018 – Question 5 C Secondary Economic Activity

- ☐ Examine the impact of each of the following on the development of secondary economic activity in an **Irish** region that you have studied:
- Raw materials
  - Markets.
- [30m]

### 2017 – Question 4 C Primary Economic Activity – Irish Region

- ☐ Examine the physical factors that influence the development of **one** primary economic activity in an **Irish** region that you have studied. [30m]

### 2016 – Question 4 C Secondary Economic Activity

- ☐ Examine the development of secondary economic activity in an **Irish** region that you have studied, with reference to any **two** of the following factors:
- Raw materials
  - Transport
  - Labour
  - Markets.
- [30m]

**2015 – Question 4 C    Tertiary Activity in Ireland**

- ☐ Account for the development of transport **or** tourism in an **Irish** region that you have studied. **[30m]**

**2014 – Question 6 C    Agriculture in Ireland**

- ☐ Account for the development of agriculture in an **Irish** region that you have studied, with reference to any **two** of the following factors:
- Relief
  - Climate
  - Markets.
- [30m]**

**2013 – Question 4 B  
Secondary Economic Activity in Ireland**

- ☐ Examine the factors that influence the development of secondary economic activity in an **Irish** region that you have studied. **[30m]**

**2012 – Question 6 B    Economic Activity**

- ☐ Discuss the factors that influence the development of **one** tertiary economic activity in an **Irish** region that you have studied. **[30m]**

**2011—Question 4 B    Agriculture in Ireland**

- ☐ Contrast the development of agriculture in **two Irish** regions that you have studied. **[30m]**

**2011 – Question 6 C    Manufacturing Industry**

- ☐ Describe and explain the development of manufacturing industry in an Irish region that you have studied. **[30m]**

**2009 – Question 4 B    Primary Economic Activities**

- ☐ Describe and explain any **two** physical factors that have influenced the development of agriculture in an **Irish Region** that you have studied. **[30m]**

**2009 – Question 6 C    Secondary Economic Activity**

- ☐ Describe and explain the development of secondary economic activities in an **Irish Region** that you have studied. **[30m]**

**2008 – Question 5 B    Tertiary Activities**

- ☐ Examine the development of tertiary economic activities in an **Irish region** that you have studied. **[30m]**

**2008 – Question 6 B Ireland**

- ☐ Examine the development of primary economic activities in **an Irish region** that you have studied. **[30m]**

**2007 – Question 5 B Secondary Activities**

- ☐ Examine the development of secondary economic activities in **an Irish region** that you have studied. **[30m]**

**2007 – Question 6 C Primary Activities**

- ☐ Examine **two** factors that have influenced the development of primary activities in **any Irish region** you have studied. **[30m]**