

Mapping towards our Greener Port

Sustainability Report 2017



COMHLACHT CHALAFORT
ÁTHA CLIATH
DUBLIN PORT COMPANY

Mapping towards our Greener Port



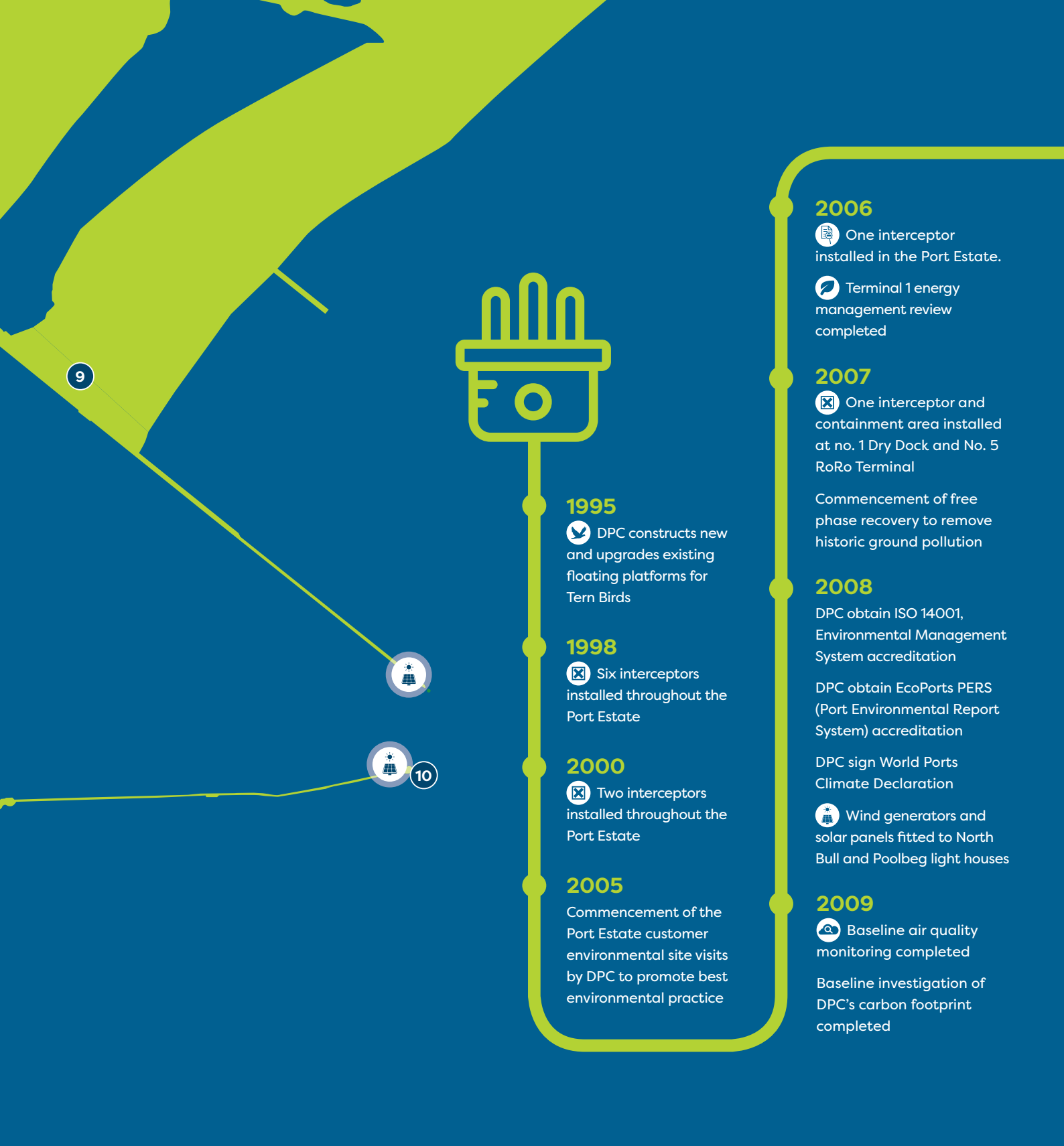
Port Heritage Trail



1 Diving Bell



2 Time Ball



3 Stoney Blocks



4 North Wall Quay Light House



5 Port Centre



6 Graving Dock and Pumphouse

2010



Implementation of a Noise and Weather monitoring programme



One year trial of electrical vans in M&S commenced



Terminal 1 energy project completed on Ramps, Marshaling areas and internal lighting

Oil recovery wells installed to facilitate free phase recovery.

2011

Baseline air quality monitoring completed



Composite water samplers installed for random sampling of surface water.

DPC were finalists in the National SEAI Sustainable Energy Awards



Experimental LED lighting installed on Tolka Quay Road

2012

IZER management system installed to identify water leakages in our infrastructure



One Interceptor installed



Building Management System installed in Port Centre



11Kw wind turbine installed in Terminal 1

2013

Feasibility study on the installation of ship to shore energy completed



DPC create a new floating platform for Tern Birds in the Tolka Estuary



Port Centre Building Management System reduces energy consumption by 204,000 kWh



DPC and Bird Watch Ireland (BWI) launch the Dublin Bay Birds Project.

2014

Memorandum of Understanding signed between Dublin Bay Biosphere Partnership and DPC

DPC and SEAI sign a joint energy efficiency agreement to achieve 33% energy efficiency savings

Launch of the first DPC Sustainability Report

Commencement of continued air quality monitoring in Dublin Port

2015

Continuation of the air quality monitoring programme in Dublin Port Estate

Dublin Bay Biosphere UNESCO designation

Energy Efficient, LED, High Mast Lighting installed throughout Dublin Port Estate



Continuation of the DPC and BWI Dublin Bay Birds monitoring project

2016

DPC obtains ISO 50001 (Energy Management System) accreditation



Installation of Solar Panels on the Maintenance and Services Building



Installation of DPC "Green Screens" in passenger Terminals

DPC achieves it's highest recycling rate of 98%



Continuation of the DPC and BWI Dublin Bay Birds monitoring project

2017

OHSAS 18001 Certification

4 Year air quality monitoring programme framework awarded August 2017



Continuation of the DPC and BWI Dublin Bay Birds monitoring project



7 Seafarers' Centre



8 Odiums Silo



9 Bull Island



10 Poolbeg Lighthouse



DPC strives to operate Dublin Port to the highest feasible environmental standards.

DPC has an important and long standing commitment, firstly, to mitigate the negative environmental effects of Port operations and, secondly, to contribute to improving the environment. Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their needs. For this reason DPC are committed to ensuring the monitoring and minimization of our environmental impact.

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What Sustainability, the Environment and Corporate Social Responsibility mean to DPC:



Sustainability to Dublin Port means ensuring that the Port can exist and operate at a rate which meets present human needs and demands and can expand to meet future needs while preserving the environment and remediating environmental problems of the past to enable the existence and operation of the Port to continue into the future. DPC together with our stakeholders' participation, including port users, work towards ensuring a sustainable port constructed on sustainable operations, activities and developments.



In keeping with the Sustainable Development Goals officially known as Transforming our World: the 2030 Agenda for Sustainable Development; Dublin Port Company and the Sustainable Energy Authority of Ireland (SEAI) signed a joint energy efficiency agreement in 2014. As a member of the Public Sector Energy Partnership Programme, the agreement means that Dublin Port Company and SEAI will work in partnership to achieve a target of 33% energy efficiency savings and improvements by 2020. DPC also obtained certification for ISO 50001 the international Energy Management Standard in December 2016.



DPC's Corporate Social Responsibility activities allow us to integrate social and environmental concerns into our business operations. DPC is committed to not only considering the environment, but also the anthropogenic impact of the environment, ecology and preservation of the environment. Integration of the Port with Dublin City is one of our main objectives.

Foreword by the CEO

*Far right:
Eamonn O'Reilly –
Chief Executive*

Sustainability Report number five.

2017 was another record year for the Port with a cargo throughput of 36.4 million gross tonnes and a passenger throughput of two million.

In accommodating these large and growing throughput levels, we are committed to achieving high standards of environmental management. This is reflected in the Company's certification to the EcoPorts Ports Environmental Review System (PERS) standard and to the ISO 14001 Environmental Management standard. These certifications were initially achieved in 2008 and the company was most recently recertified to both standards, in 2018.

In addition, DPC obtained certification to ISO 50001, the International Energy Management Standard, in December 2016.

DPC has committed, in Masterplan 2040 Reviewed 2018, to developing a Natural Capital Policy for Dublin Port as an additional means for the Company to achieve sustainability.

Eamonn O'Reilly
Chief Executive

*Dublin Port
Company has
committed to
developing a
Natural Capital
Policy for Dublin
Port as an
additional means
for the Company
to achieve
sustainability*



01

About Dublin Port Company

2017 Highlights



OHSAS 18001

Obtained Certification for OHSAS 18001, Safety Management System accreditation

ISO 14001 & ISO 50001

Successful Surveillance audits for ISO 14001, Environmental Management System, and ISO 50001 in 2017 with Certification Europe



16.5%

increase in
Cruise Visits



95%

recycling rate in 2017



1.8%

increase in
number of ferry
passengers

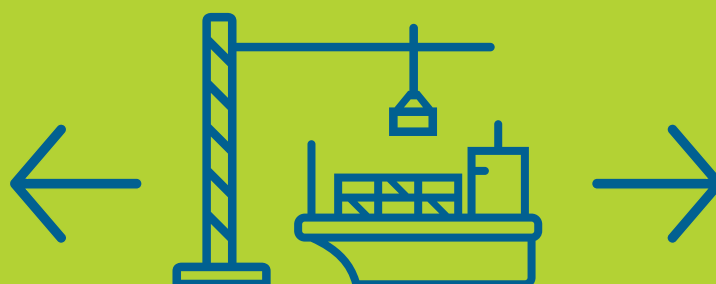
4.7%

increase in
company
turnover



3.9%

increase in
Imports



4.9%

increase in
Exports

Shipping Routes

- 
- Argentina
 - Belgium
 - Brazil
 - Canada
 - Denmark
 - Finland
 - France
 - Germany
 - Greece
 - Iceland
 - Indonesia
 - Ireland
 - Isle of Man
 - Italy
 - Latvia
 - Netherlands
 - Norway
 - Portugal
 - Romania
 - Russia
 - South Africa
 - Spain
 - Sweden
 - UK
 - USA
 - Vietnam



02

Key Events



Key Events

Project Overview 2017

Right:
Cross Berth Quay
Wall Construction



Cross Berth Quay Wall Construction – Berths 26 to 28

Cross Berth Quay (CBQ) is the 1st Phase of the Alexandra Basin Redevelopment and consists of the construction of new quay walls with two new bankseats.

The project works consisted of:

The general maintenance of the surface of the internal roads network and of the quayside areas used for operations.

- 1 The construction of 165m of new quay walls utilising the “Combi Pile Wall” system, comprising 1420mm diameter tubular steel piles driven to – 28.8mOD with interlocking double AZ18 sheet piles. The Combi Pile Wall is connected via 95mm diameter steel tie rods to an “Anchor Wall” comprising 750mm diameter Continuous Flight Augered (CFA) cast in situ concrete piles installed to a depth of –9.0mOD.
- 2 The construction of 2 no. bankseats for new Ramp 7 and relocation of existing Ramp 8.
- 3 The construction of reinforced concrete coping beam and facing panels with Marine Fittings including 1,500Kn Cast Iron T-head Bollards and Galvanised Steel Ladders, Safety Equipment and fixings for Cylindrical Type Fenders.
- 4 Construction of Tidal Lag and Surface Water Drainage Systems.

Start & Finish Date:

Site Works commenced in October 2016. Project completed in September 2017 by Roadbridge/ L&M Keating JV.

Cross Berth Quay Slab (Berths 26 & 27)

Cross Berth Quay (CBQ) is the 1st Phase of the Alexandra Basin Redevelopment and consists slab works.

The project works consisted of:

- 1 The construction of a new reinforced concrete apron slab covering an area of approx. 5,445m² to tie into the recently constructed Berth 26/27 Combi Wall and Cope Beam. The works will allow access/egress from the Berth 26/27 bankseats.
- 2 Construction of surface water drainage and new watermain infrastructure as well as utility services for future electrical and comms works.

Start & Finish Date:

Site works commenced in September 2017 and were completed by Roadbridge/ L&M Keating JV in December 2017.

Berth 28 Quay Wall and Slab

Berth 28 is a new berth located on Alexandra Quay West (AQW) and consists of a new Quay Wall and suspended slab works.

The project works consisted of:

- 1 The construction of 120m of new quay walls utilising the “Combi Pile Wall” system, comprising 1420mm diameter tubular steel piles driven to – 31.76mOD with interlocking double AZ18 sheet piles.
- 2 Combi Pile Wall connected via Reinforced Concrete Deck Slab on 1200mm diameter Continuous Flight Augered (CFA) cast in situ concrete piles to an “Anchor Wall” comprising 900mm diameter CFA cast in situ concrete piles.
- 3 Construction of Tidal Lag and Surface Water Drainage Systems.
- 4 The construction of reinforced concrete coping beam and facing panels.
- 5 Provision of Marine Fittings including 1,500Kn Cast Iron T-head Bollards, Galvanised Steel Ladders, Safety Equipment and 2m dia. x 4m long Trelleborg foam filled SeaGuard Fenders.
- 6 Installation for future Utility Services (Power/ Comms/ Water).

Start & Finish Date:

Site works commenced in March 2017 and were completed by Roadbridge/ L&M Keating JV in January 2018.

Key Events

Project Overview
2017 (Continued)

Above:
Alexandra Quay
West & Ocean Pier

Far Right:
Ocean Pier
Demolition Works

Alexandra Quay West & Ocean Pier (Partial Berths 31/32)

Ocean Pier (Berths 31/32) consists of the partial construction of new quay walls (88m in total at Berth 31 and Berth 32 interface) with a new bankseat to each berth.

The project works consisted of:

The installation of a new Quay Wall utilising the combi wall system and tie back anchor wall including new pavement slab.

- 1 The construction of 88m of new quay walls utilising the “Combi Pile Wall” system, comprising 1420mm diameter tubular steel piles driven to – 30mOD toe level with interlocking double AZ18 sheet piles driven to a toe level of -18.5m. The Combi Pile Wall is connected via M105 x 30m steel tie rods to an “Anchor Wall” comprising 908mm diameter tubular steel piles driven to a depth of -13.0mODm.
- 2 The construction of 2 no. bankseats (1 no. on Berth 31 and 1 no. on Berth 32) for new Linkspan no. 6. New Linkspan no. 6 was designed to be interchangeable on both Bankseats (i.e. berth 32 and 32).
- 3 The construction of reinforced concrete coping beam and facing panels with Marine Fittings and Furniture including Cast Iron T-head Bollards and Galvanised Steel Ladders and Safety Equipment.

4 Construction of Tidal Lag and Surface Water Drainage Systems.

5 Design construction and installation of utility services for power, lighting, comms, fibre network and water system.

Start & Finish Date:

Site works commenced on the March 2017 and works were completed on the 16th October 2017.

New Linkspan Ramps - New Linkspan no. 06

New Linkspan number 06 was installed at Berth 31/32. It was designed to be interchangeable between berths 31 and 32.

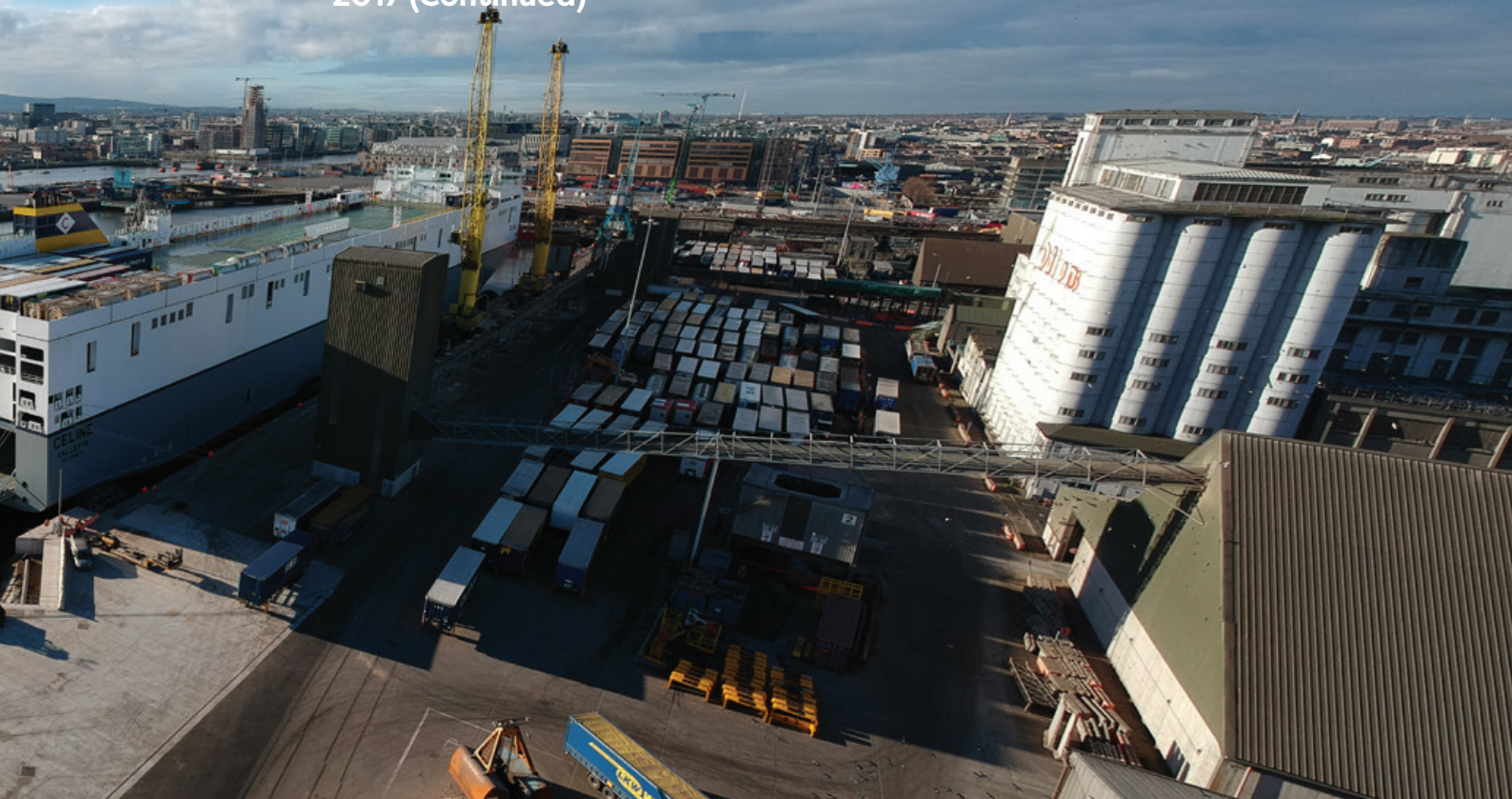
The project works consisted of:

The scoping, design, procurement, manufacture, supply, installation and Lloyd's certification of an integral type linkspan.

Start & Finish Date:

Contract placed for works 22nd February 2017 works completed 2nd November 2017.

Key Events

Project Overview
2017 (Continued)**Ocean Pier Demolition Works**

The Ocean Pier demolition works was completed to facilitate the Ocean Pier new quay wall and pavement slab construction.

The project works consisted of the demolition of:

- 1 Existing Substation.
- 2 Ocean Pier Toilet Block.
- 3 Bord na Mona accommodation.
- 4 The works also consisted of the diversion of utility services, power, comms, fibre network and water system.

Start & Finish Date:

Works commenced in March 2017 and completed July 2017.

Bord na Mona Alternative Loading Arrangements Rubbshed Modifications

The Rubbshed Modifications were completed to facilitate the relocation of Bord na Mona from the current accommodation on Ocean Pier west, Berth 34 to the Rubbshed, located adjacent Berth 36 & 37.

The project works consisted of:

The general maintenance of the surface of the internal roads network and of the quayside areas used for operations.

- 1 Design, procurement, manufacture and installation of 4.5m high x 1.0m wide precast L-blocks around the internal perimeter of the Rubbshed facility.
- 2 Electrical and Mechanical upgrade works to include: Power, lighting, fire system, plant room and all associated fittings including signage.
- 3 The installation of Plant Room for fire fighting system.

Start & Finish Date:

Site works Commenced in May 2017 and works were completed in July 2017.

Key Events

Project Overview
2017 (Continued)

Demolition - Lead in Jetty

The demolition of the Lead in Jetty will facilitate the use of CBQ as a RoRo facility.

The project works consist of:

Demolition and removal of Lead in Jetty.

Start & Finish Date:

Phase 1 works commenced in March 2017 and were completed by Roadbridge / L&M Keating JV in May 2017.

Phase 2 works commenced in April 2017 with planned completion in line with T4 / Revetment Removal to be completed in September 2018.

Removal of Legacy Soil Berth 52-53

The removal of Legacy Soils (circa 18,600 m³) at Berth 52-53 was to facilitate future ABR works on the site.

The project works consisted of:

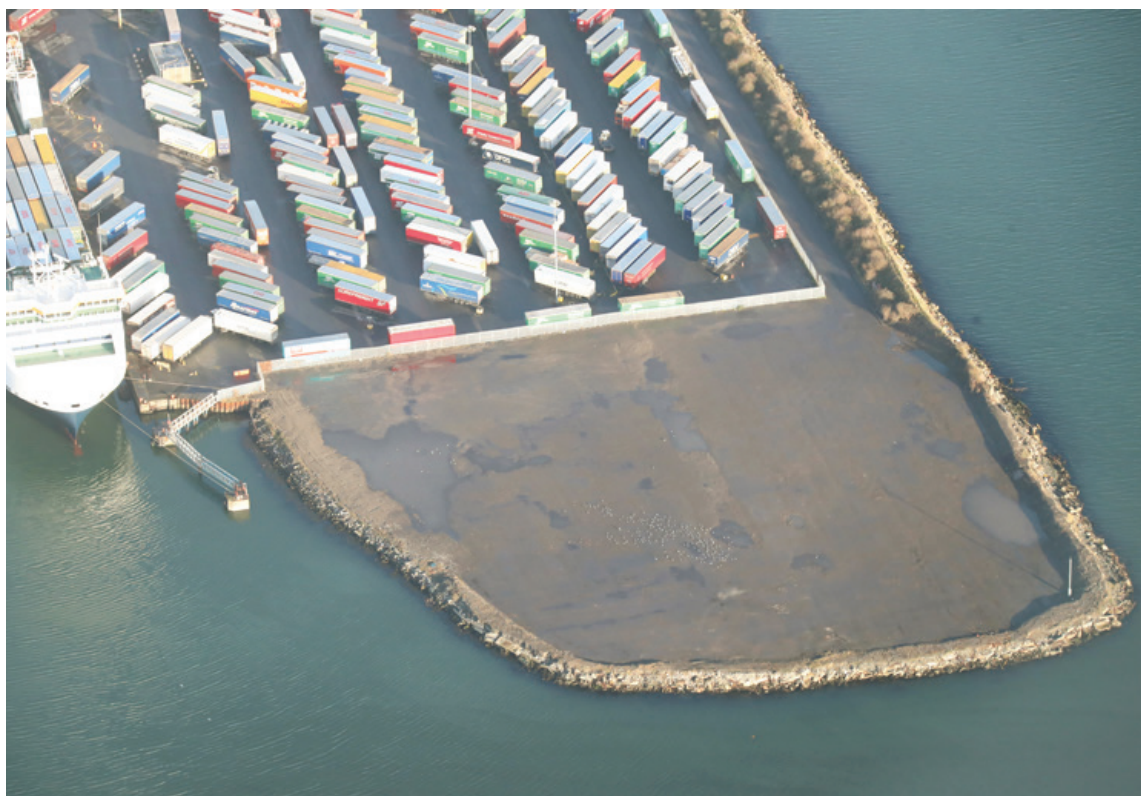
The testing, analysis and procurement of a quality contractor for the safe removal and disposal of 18,600m³ of legacy soil material.

- 1 Treatment of the stockpiles to remove weeds.
- 2 Separating the asbestos from the stockpiles to reduce category value.
- 3 Re-test the stockpiles.
- 4 Removing the material offsite via trucks or vessel depending on test results.

Start & Finish Date:

Site Works commenced in June 2017 and works completed in November 2017.

Right:
Removal of Legacy
Soil Berth



Key Events

Project Overview
2017 (Continued)

Right:
Widening of Tolka
Quay Road



Widening of Tolka Quay Road

The purpose of the scheme is to allow safe and sufficient road width for two HGVs travelling side by side.

The project works consisted of:

- 1 The widening of the existing outbound carriageway of Tolka Quay Road, to maintain a constant road width of 7.3m from the edge of the existing concrete barrier to the proposed new bottom of kerb opposite road side.
- 2 Additional speed ramps were constructed as part of the resurfacing of the existing carriageway.
- 3 The associated works include site clearance, paving works, kerbing, drainage, structure demolition, temporary traffic management, landscaping and other ancillary works.

Start & Finish Date:

Works Commenced in March 2017 completed in June 2017.

Internal Road Upgrade Site Investigations

Site Investigation Works were completed to identify the ground conditions which will aid in the Internal Roads project going forward.

The project works consisted of:

- 1 Slit trench investigations; Shell and auger or cable percussion boreholes, samplings and in situ testing; Trial pits, sampling and testing; Slit trenches to determine the location of existing utilities.
- 2 Detailed boreholes and coring, and logs as described in IS EN14688-1; IS EN1489-1; and BS5930 and the Specification.
- 3 Monitoring of ground water levels in standpipes and piezometers; Chemical Analysis and contaminant testing; Laboratory testing of soil samples for engineering properties, behaviour and stability.
- 4 Preparation of detailed Main Factual Report as per BS5930 and the Specification, together with the production of Digital Data to AGS Version 3 (1999) Format as per S1.21.10 and cl.16.5; Provision of temporary traffic management.

Start & Finish Date:

Works Commenced in May 2017 completed in December 2017.

Key Events

Project Overview 2017 (Continued)

Stack C & Associated Demolitions

The demolition works was completed to facilitate future development works at Dublin Port for Terminal 4.

The project works consisted of the demolition of:

- 1 Stack C.
- 2 Alumina Chemicals.
- 3 Graving Dock no. 02 Toilet block.
- 4 Graving Dock no. 02 Workshop.
- 5 Portacabins and associated vegetation.
- 6 The works also consisted of the diversion of utility services, power, comms, fibre network and water services.

Start & Finish Date:

Works commenced in March 2017 and completed June 2017.

Northern Boundary Site A

Construction of an Architectural designed entrance to DPC lands at Dublin Airport Logistics Park. These lands, know as Dublin Inland Port, will be developed to facilitate the growth of the Dublin Port Estate.

The project works consisted of:

The northern boundary project of the Dublin Inland Port was to secure the site and establish an entrance. Works involved an architecturally designed entrance with planting and container sculpture structure along with hedging to the northern section along and a 3m high fence. The works also included a section of road with automated gates to form the entrance. Included in the works was a temporary building which will act as a satellite office for DPC to assist for stakeholder visits.

Start & Finish Date:

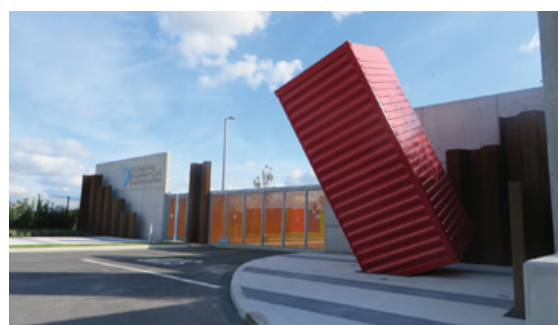
Construction commenced in March 2017 and finished in August 2017.

Top:
Stack C & Associated Demolitions

Bottom Right:
Dublin Inland Port

Bottom Left:
Dublin Inland Port

Opposite Page:
Dublin Inland Port





Key Events

New Appointments 2017

Left:

Mark Nathan –
Deputy Security
Manager

**Centre:**

Sarah Horgan –
Project Manager

**Right:**

Derek Wray –
Cost Manager

**Left:**

Denise Carney –
Credit Control /
Finance

**Centre:**

Niall Hassett –
Marine Operative

**Right:**

Noel Phair –
Tug Master

**Left:**

Kenneth Hayes –
Project Co-Ordinator

**Centre:**

Laura Kearns –
H&S Specialist

**Right:**

Maurice Mahon –
Pilot

**Right:**

NISO Award
Collection

Opposite Page:

OHSAS 18001
Certification



NISO Awards 2017

Dublin Port Company were awarded Distinction Awards for their Health and Safety Practices at the NISO All Ireland Occupational Safety Awards 2017.

L-R: John Thompson – Vice Chair Northern Ireland Safety Group; Seán Kyne T.D., Minister for Community Development, Natural Resources and Digital Development; Bernadette Brazil, DPC EHS & Risk Manager; Harry Galvin, NISO President



CERTIFICATION EUROPETM

DIGITAL
COPY
ORIGINAL
DIGITAL
COPY
ORIGINAL
DIGITAL
COPY
ORIGINAL
DIGITAL
COPY

This is to certify that the

Occupational Health & Safety Management System

Of

Dublin Port Company

At

Port Centre, Alexandra Road, Dublin 1, Ireland

Has been assessed by Certification Europe and deemed to comply with the requirements of

OHSAS 18001:2007

This certificate is valid for the activities specified below:

All DPC operations and activities.

Certification of Registration remains the property of Certification Europe Ltd.
The validity of this Certificate is maintained on the condition that the Management System is assessed through an on-going surveillance programme and continues to adequately meet the requirements of the standard.
To verify this certificate validity please contact us at info@certificationeurope.com

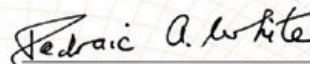
Date of Initial Certification: 27th July 2017

This Certificate is valid until: 26th July 2020

Chief Executive: Michael Brophy

Chairman: Padraic A. White

Signature: 

Signature: 

Client Registration No.: 2017/2540
Certificate Reference No.: A/1

Date of certificate issue: 27th July 2017



Key Events

Long Service Awards

Right:

Stephen Minto and
Eamonn O'Reilly, 40
Years Long Service
Award

**Left:**

John Moore and
Eamonn O'Reilly, 40
Years Long Service
Award

**Right:**

Gerry Barry and
Eamonn O'Reilly, 40
Years Long Service
Award

**Right:**

Barry McGlynn and
Eamonn O'Reilly 25
Years Long Service
Award



Key Events

Social Media

At Dublin Port Company we take great measures to incorporate the comments and opinions of staff, customers, and the Community.

Since the launch of Dublin Port Company on social media in June 2013, we have grown a follower base of over 20k fans who actively engage with us on a regular basis.

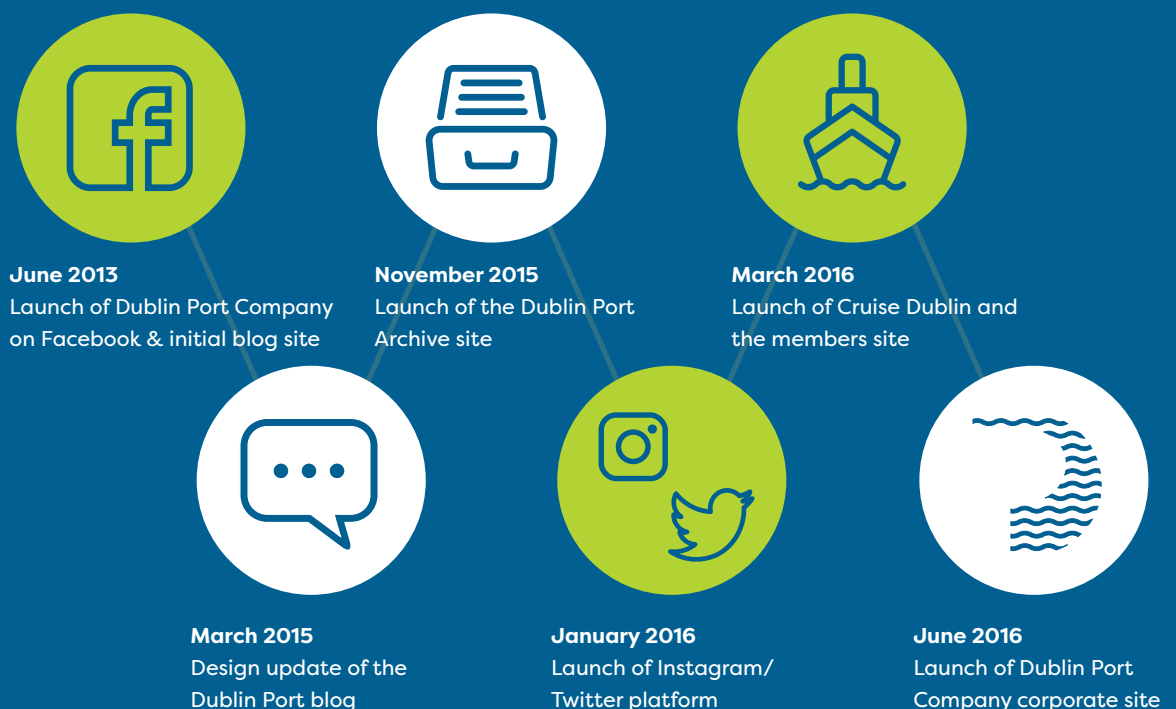
We have worked to disseminate relevant information

to our stakeholders and the general public through our social media channels posting varying topics of interest from leisure activities, cruise ship arrivals, community events and commercial facts relevant to our business which have been warmly welcomed and has helped integrate Dublin Port with the city.



Timeline of Events

Dublin Port has a very unique and indeed varied story to tell. Social media is a necessary communication tool which provides a platform for all stakeholders to engage. Our huge following demonstrates the interest that Dublin Port stimulates, while acknowledging the success achieved over this past 3 years since our launch.



03

Environment

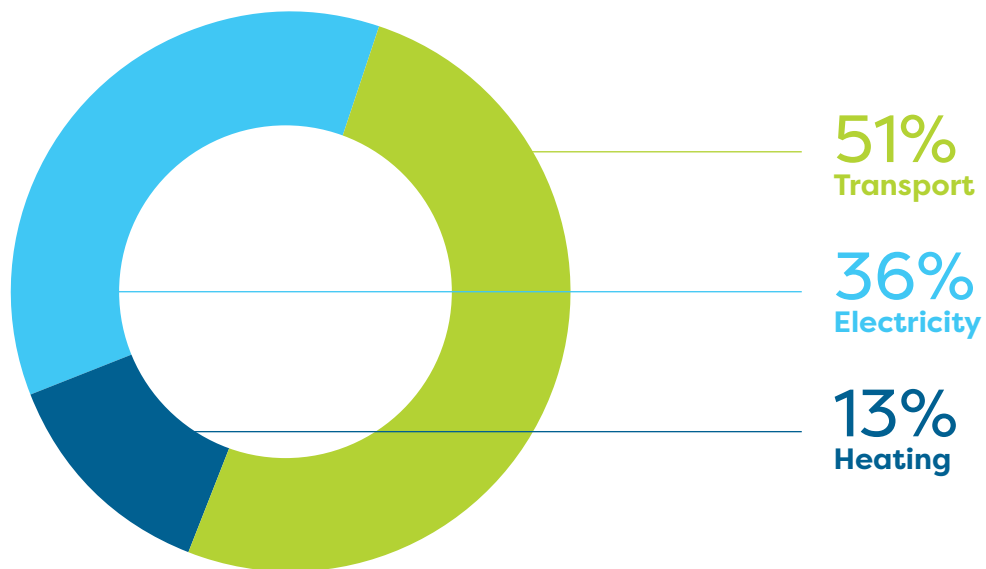


Energy 2017

Dublin Port Company's Total Final Energy consumption was excess of 17GWh in 2017. A decrease of 1GWh from 2016.

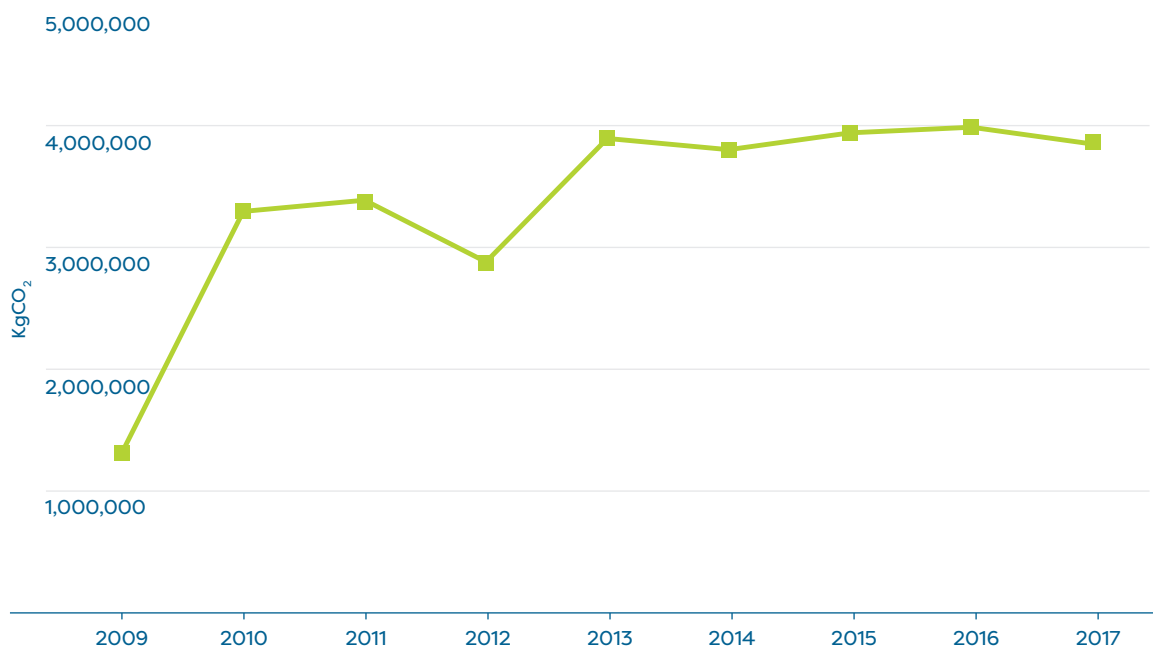
*Right:
Dublin Port's energy
consumption*

Dublin Port's energy consumption



When we talk in terms of total final energy (TPER), we mean all energy consumed. This includes all electricity, marine gas oil for fuelling our marine craft, thermal oil and gas for our space heating requirements as well as diesels and petrol to keep our vehicles on the road.

DPC CO₂ Consumption



Environment **Energy 2017** (continued)

Dublin Port's energy consumption is enough to power 3,400 average homes in Ireland and results in 3886 tonnes of CO₂ emissions per annum.

Our energy consumption comprises of 36% electricity, 51% transport fuels for vessels and vehicles, 13% for space heating.

Dublin Port Company and Sustainable Energy Authority of Ireland (SEAI) signed a joint energy efficiency agreement in 2012. As a member of the Public Sector Energy Partnership Programme, the agreement means that Dublin Port Company and SEAI will work in partnership to achieve a target of 33% energy efficiency improvements by 2020. The third National Energy Efficiency Action Plan (NEEAP 3) reaffirmed Ireland's commitment to delivering a 20% reduction in energy demand across the whole of the economy by 2020, along with a 33% reduction in public sector energy use. Each NEEAP outlines the energy efficiency measures that

will be implemented to reach the national energy saving targets as well as the progress towards this target. NEEAPs also include information on the exemplary role of the public sector and on provision of information and advice to final customers.

Under the Public Sector goals, Dublin Port is obliged to achieve a 33% energy efficiency improvement by 2020 relative to its baseline year of 2009. As the activities of the port grow or contract, energy use will rise or fall. As a result, our main ('Level 1') Energy Performance Indicator is energy use (TPER) per tonne of volume throughout, and our challenge is to achieve a 33% improvement in this.

As of December 2017, DPC has achieved a 24.3% improvement in energy performance. In order to meet the 2020 target of a 33% energy efficiency improvement DPC needs to achieve a 4.3% improvement each year, between 2018 and 2020 across its major energy consumers.

DPC Carbon Emissions (Unit: kgCO₂)

Energy Category	Energy Type	2009	2010	2011	2012	2013	2014	2015	2016	2017	Baseline
Electricity	Net Electricity Imports (MPRN data)	2,102,799	2,307,258	2,043,602	2,240,653	2,054,071	1,844,931	1,872,920	1,794,544	1,397,810	2,102,799
	Onsite Generation by Non-Fuel Renewables or Landfill Gas	0	0	0	0	0	0	0	0	0	0
		694,018	668,036	766,900	714,897	621,058	520,807	565,116	546,738	507,180	694,018
Gas		59,397	73,474	60,001	78,544	166,798	139,377	148,797	155,313	129,780	59,397
	Natural Gas (GPRN data)	59,397	73,474	60,001	78,544	166,798	139,377	148,797	155,313	129,780	59,397
Heating Oils		634,621	594,562	706,898	636,353	454,260	381,430	416,319	391,425	377,400	634,621
	Kerosene	20,286	21,444	20,192	10,096	20,192	20,253	21,454	31,813	36,962	20,286
	Gasoil	614,336	573,118	686,706	626,257	434,068	361,177	394,865	359,612	340,438	614,336
Transport Fuels (Mineral Oil Fuels)		1,165,528	1,598,035	1,204,948	1,252,975	1,540,946	1,647,625	1,899,373	1,848,132	1,981,262	1,165,528
		1,165,528	1,598,035	1,204,948	1,252,975	1,540,946	1,647,625	1,899,373	1,848,132	1,981,262	1,165,528
	Marked Diesel (non-thermal)	1,063,416	1,511,163	1,114,680	1,164,307	1,450,310	1,551,917	1,790,932	1,738,380	1,868,221	1,063,416
Transport Biofuels		0	0	0	0	0	0	0	0	0	0
		3,962,345	4,573,328	4,015,450	4,208,525	4,216,076	4,013,364	4,337,410	4,189,414	3,886,252	3,962,345

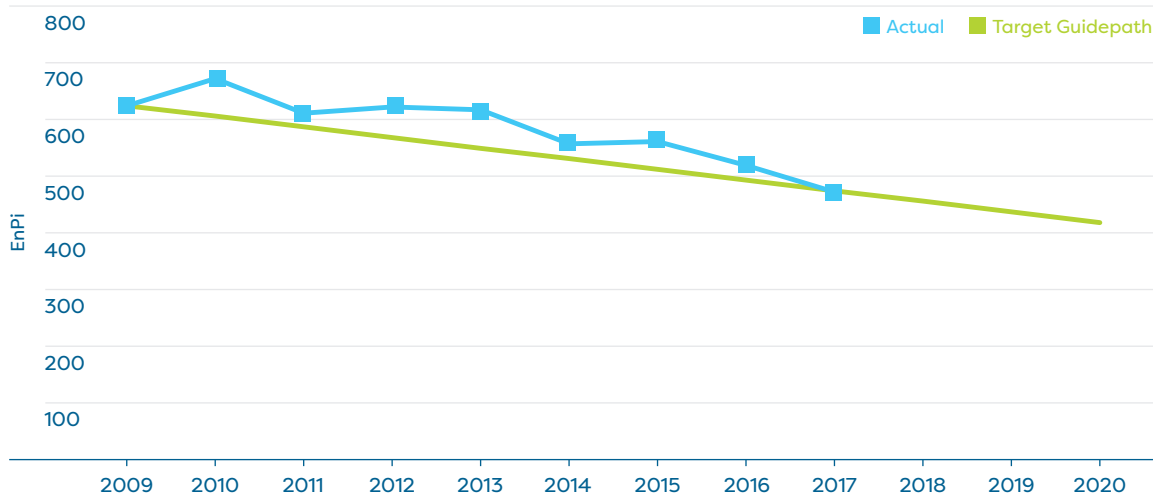
Environment

Energy 2017
(continued)

DPC's Energy Performance

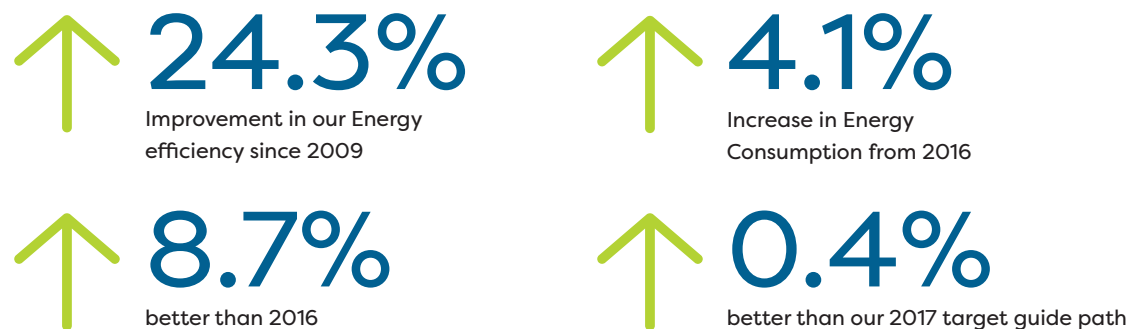
$$\text{EnPI} = \frac{\text{Total annual kWh}}{\text{Total annual throughput}} \times \frac{1000}{1} = \frac{17,204,369\text{kWh}}{36,422,017\text{T}} \times \frac{1000}{1} = 472\text{kTonne}$$

EnPi Vs Year



The above graph shows Dublin Port Company's glide path to the national 2020 energy targets, in 2017 the consumption of total primary energy was 472 kWh used per 1000 Ton of Throughput indicating an improvement of 45kWh per 1000 Ton, our target for 2020 is 418kWh per 1000 Ton of Throughput.

Energy Performance Indicators 2017



 **Electricity**
181 $\frac{\text{kWh}}{1000 \text{ Tons}}$
20% better than 2016

 **Thermal**
64 $\frac{\text{kWh}}{1000 \text{ Tons}}$
9% better than 2016

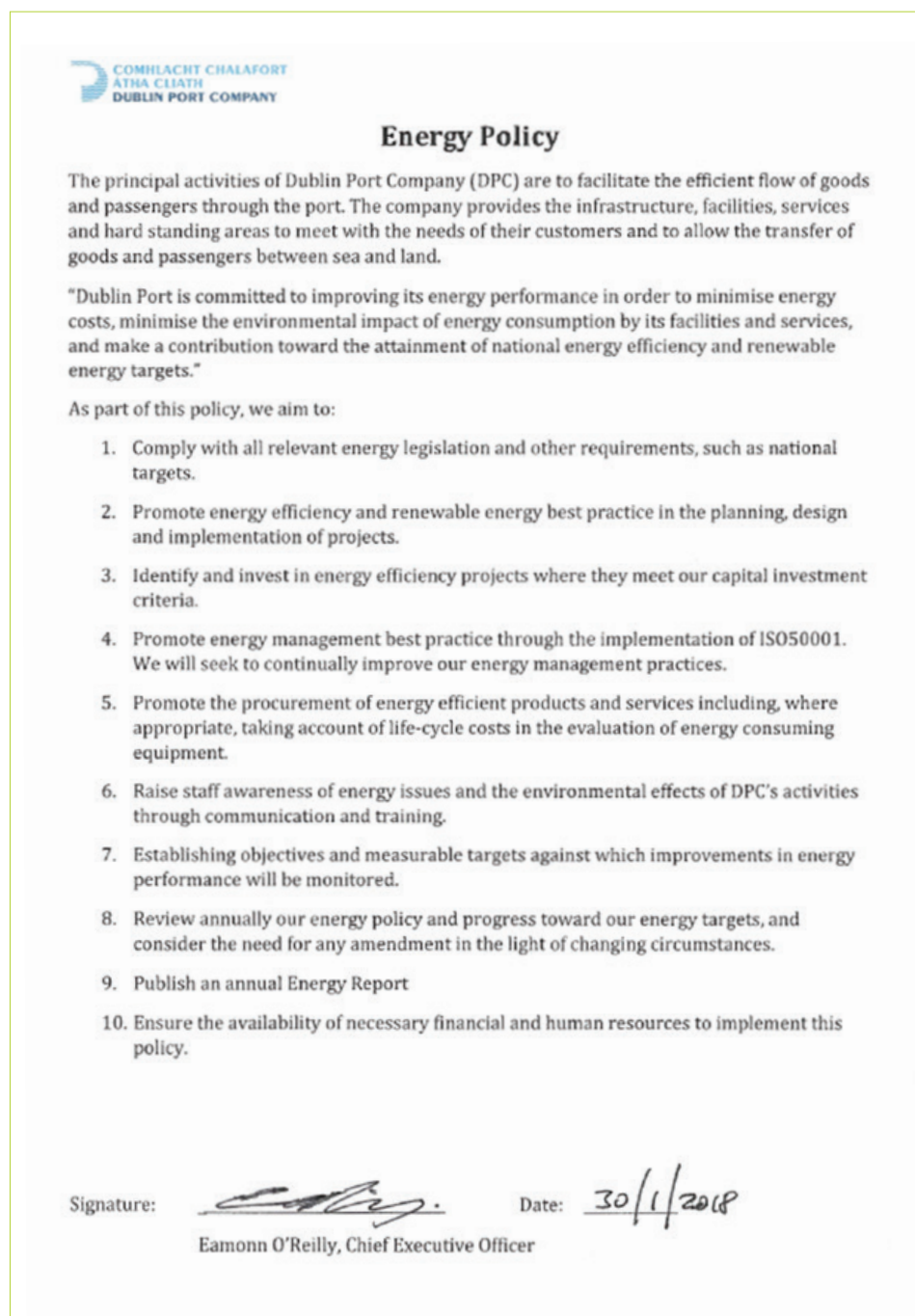
 **Transport**
227 $\frac{\text{kWh}}{1000 \text{ Tons}}$
2.9% worse than 2016

Dublin Port Company's commitment to energy efficiency and reduction of CO₂ Emissions was underlined at the highest level when Chief Executive Eamonn O'Reilly, signed off on the 2016 Energy Policy that states:

"Dublin Port is committed to improving its energy performance in order to minimise energy costs, minimise the environmental impact of energy consumption by its facilities and services, and make a contribution toward the attainment of national energy efficiency and renewable energy targets." The company's introduction in 2016 of a new Energy

Right:
Dublin Port Company
Energy Policy

Far Right:
ISO 50001
Certificate





CERTIFICATION EUROPETM

COPY
ORIGINAL
DIGITAL
COPY
ORIGINAL
DIGITAL
COPY

This is to certify that the

Energy Management System

Of

Dublin Port Company

At

Port Centre, Alexandra Road, Dublin 1, Ireland

Has been assessed by Certification Europe and deemed to comply with the requirements of

ISO 50001:2011

This certificate is valid for the activities specified below:

Energy used by all facilities and vessels owned or directly operated within the port estate.

Certification of Registration remains the property of Certification Europe Ltd.
The validity of this Certificate is maintained on the condition that the Management System is assessed through an on-going surveillance programme and continues to adequately meet the requirements of the standard.
To verify this certificate validity please contact us at info@certificationeurope.com

Date of initial certification: 23rd February 2017

This certificate is valid until: 22nd February 2020

Chief Executive: Michael Brophy

Chairman: Padraic A. White

Signature:

Signature:

Client Registration No.: 2017/2471
Certificate Reference No.: A/1

Date of Certificate issue: 23rd February 2017



Environment

Energy 2017
(continued)

Right:
T1 overhead shot of
new lighting



Management system and certification to ISO50001 is further evidence of the significant resources which have been allocated to help achieve the 2020 energy efficiency targets set by Government.

Our energy efficiency programme has seen much investigation into energy efficiency improvement projects as well as renewable energy projects.

In 2017 an investment of approximately €550,000 was made between Energy efficiency and renewable energy projects. 346 antiquated high mast lights were upgraded and 28Kw of solar PV was commissioned in the Maintenance and services building, these two projects alone reduced Dublin Ports electricity consumption by approximately

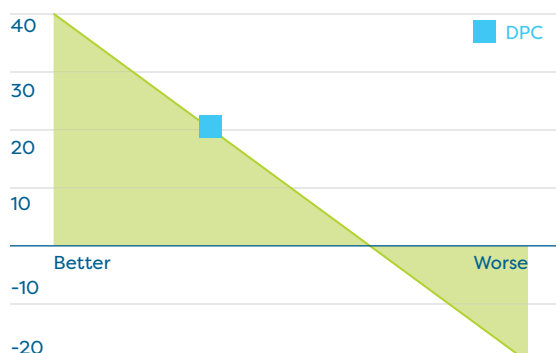
600,000 kWh saving approximately €70,000 in electricity costs per year and 320 Tonnes of CO₂.

Our Energy management programme in conjunction with ISO50001 drives use to manage energy as efficiently as possible, focusing on our heavy energy users being our buildings and marine craft.

We set energy metrics and report monthly on our performance. These reports and data that we collect and analyse allows us to benchmark Dublin Port Company's performance against other Public bodies in the Transport, Tourism and Sport industry.

Any energy-related queries should be directed to Energyteam@dublinport.ie

DPC Savings Among Transport, Tourism and Sport



→ **10th**
best performer (out of 20)

↑ **48.0%**
Above 48 percentile performance

Air Quality Monitoring 2017

Dublin Port Company undertook a programme of baseline air monitoring throughout the Port area and its environs in 2009, 2011, 2014/2015, 2016 and 2017.

The monitoring carried out during these time periods indicated that levels of SO₂ were in compliance with the legislative limit values for SO₂. There were breaches in the limit values for NO₂ found at a number of the monitoring stations over different monitoring events. In terms of Total dispositional dust, there were also a number of breaches in the nuisance limits value for total depositional dust. The monitoring levels of PM_{10/2.5} were found to be compliance with legislative limit values.

In May 2017, DPC tendered a four year Air Quality monitoring programme. The tender was awarded and the four year programme commenced in August 2017, highlighting the company's commitment to identifying any potential Air Quality issues and addressing where possible. Further detailed monitoring is planned for 2019 in order to identify the sources, in particular in areas of concern.

A total of eighteen individual monitoring locations (A1 to A18) are located across the port estate area, and its environs, in order to monitor ambient air concentrations of Nitrogen dioxide and Sulphur dioxide. These locations were established during the 2014/2015 monitoring program and data collected over the next

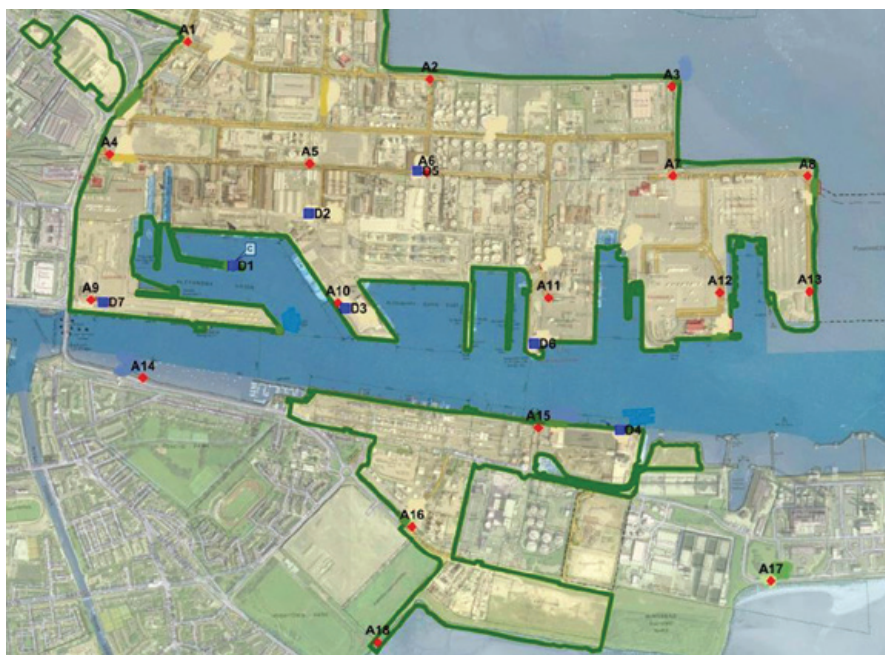
four years will facilitate comparison between the data sets in terms of improvement / declines in ambient air quality within the port and its environs. A total of seven individual monitoring locations (A1, A2, A3, A8, A9, A12, A13, A15, A16, A17 and A18) were chosen from the stated locations for the monitoring of BTEX and Ammonia. This monitoring commenced in 2017.

A total of four locations were chosen for Bergerhoff total dust deposition monitoring (D1 to D4) while a further two locations were chosen for PM₁₀ and PM_{2.5} monitoring (D5 and D6).

In accordance with *Schedule 3* of the AQS (Air Quality Standards) Regulations which refers to the required location of sampling points for the measurement of classical air pollutants, diffusion tubes were placed at least 25m from the edge of major junctions and no more than 10m from the kerbside for roadside monitoring. A combination of roadside, berth side and background sites were selected to gain an understanding of the existing concentrations within the Port as well as to identify any concentrations which may be found above the legislative limits.

Locations of the air quality monitors are shown below:

Right:
Monitoring locations
in the Port Estate
and its environs



Air Quality Monitoring 2017 (continued)



2016 Vs 2017

[NO₂ monitoring data](#)

Comparison between Year 2017 and Year 2016 demonstrates an increase in the average monitoring data for average NO₂ concentrations across the monitoring stations.

When compared with monitoring Year 2014/2015, there is a net overall improvement.

[SO₂ monitoring data](#)

Monitoring data collected during Year 2017 indicates all stations were similar in nature across the monitoring area when compared to Years 2014/2015 and Year 2016. Eleven monitoring stations were lower for SO₂ concentrations in comparison to Year 2016, while seven monitoring stations were higher. When Year 2017 is compared against Year 2014/2015, fourteen locations were lower while four locations were higher. All monitoring stations were substantially lower than the statutory limit value of 20 µg/m³, with the highest value recorded only 29.37% of the maximum limit value.

Dublin Bay Birds Project



In 2017 BirdWatch Ireland made some exciting new scientific discoveries about the birds that use Dublin Bay surrounding Dublin Port.

Using satellite tags sponsored by DPC and the **Sustainable Energy Authority of Ireland (SEAI)** the project team were able to track the exact movements of 14 wading birds – Oystercatchers, Redshanks and Curlews. The birds often use different parts of the bay at night when human disturbance is absent. Some also commute regularly between the tidal area of Dublin Bay and a variety of parks, sports pitches and other amenity grasslands. But they return to roost in the Bay at night for safety.

This year was also a very successful year for the tern colony that breeds in Dublin Port. The pontoons created by DPC especially for these migrant seabirds held large numbers of nesting birds and the breeding success was good showing that the fish that they catch in the Bay were plentiful in 2017. In addition, the ESB rebuilt the concrete structure that the terns have used for decades at Poolbeg and this also had a large colony of nesting terns. The prospects are good for the coming years.

Right:
Oystercatcher

Following Page:
*Common Terns
nesting on a
DPC pontoon in
Dublin Port
(photo: Richard
Nairn)*





Dublin Bay Birds High Level 2017



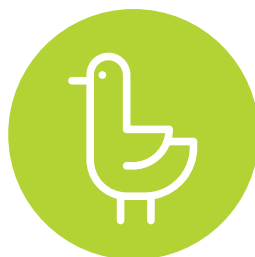
In 2017 the Dublin Bay Birds Project began its fifth year of monitoring supported by Dublin Port Company.



The peak count of 39,316 waterbirds recorded in the winter 2016/17 is the highest number ever recorded in Dublin Bay.



A total of 64 waterbird species was recorded in this period.



The count of over 7,000 Brent Geese in January 2017 is the highest ever count of this species on record for Dublin Bay.

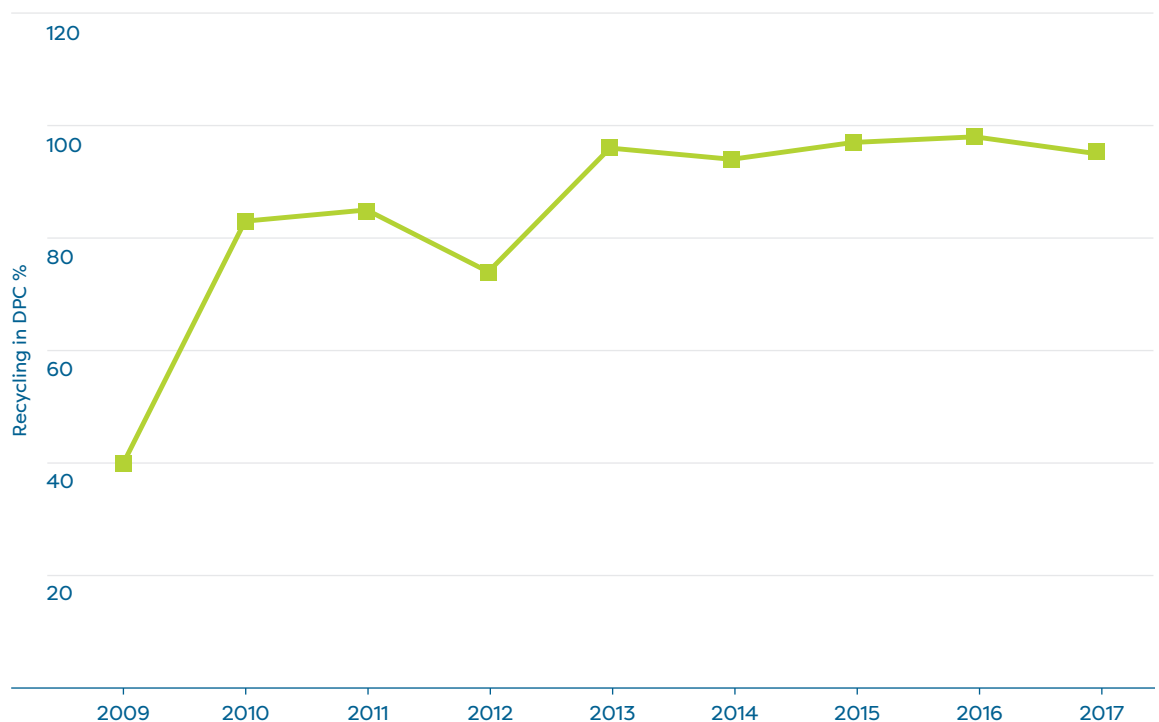


The GPS-tracking work carried out by the project team was the first time this technology has been used on waders in Ireland.

Waste Management

In 2017, DPC reached a recycling rate of 95%. During 2018, a programme to increase the awareness of the importance of waste segregation and reuse will be completed.

Recycling in DPC





CERTIFICATION EUROPETM



This is to certify that the

Environmental Management System

Of

Dublin Port Company

At

Port Centre, Alexandra Road, Dublin 1, Ireland

Has been assessed by Certification Europe and deemed to comply with the requirements of

ISO 14001:2015

This certificate is valid for the activities specified below:

Dublin ports companies activities, facilities and operations

Certification of Registration remains the property of Certification Europe Ltd.
The validity of this Certificate is maintained on the condition that the Management System is assessed through an on-going surveillance programme and continues to adequately meet the requirements of the standard.
To verify this certificate validity please contact us at info@certificationeurope.com

Date of Initial Certification: 15th September 2008

This Certificate is valid until: 19th July 2020

Chief Executive: Michael Brophy

Chairman: Padraic A. White

Signature:

Signature:

Client Registration No.: 2014/1982
Certificate Reference No.: A/3

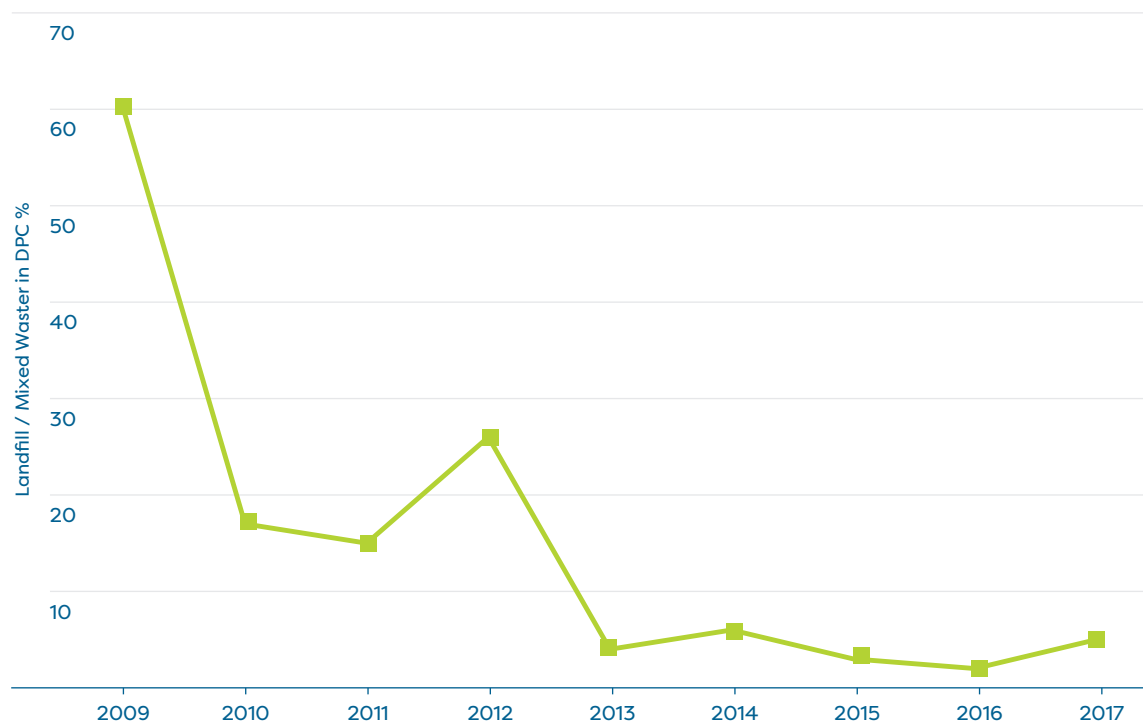
Date of certificate issue: 22nd May 2018



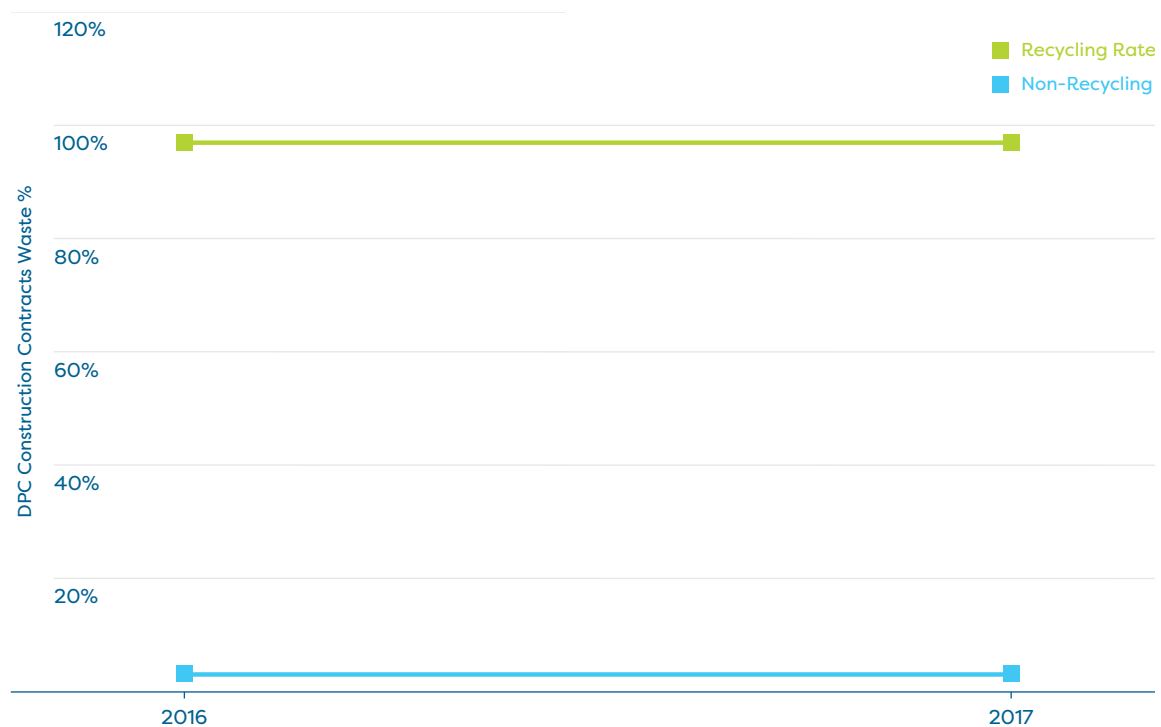
Environment

Waste Management
(Continued)

DPC Landfill/ Mixed Waste

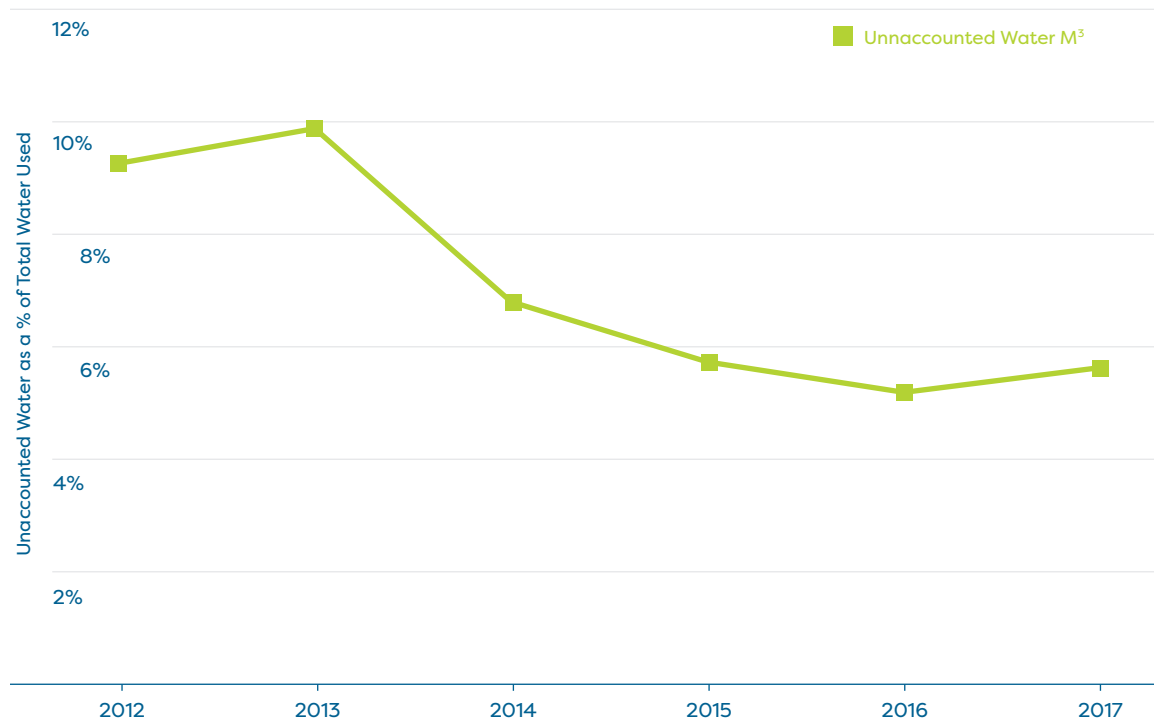


DPC Construction Contracts Waste

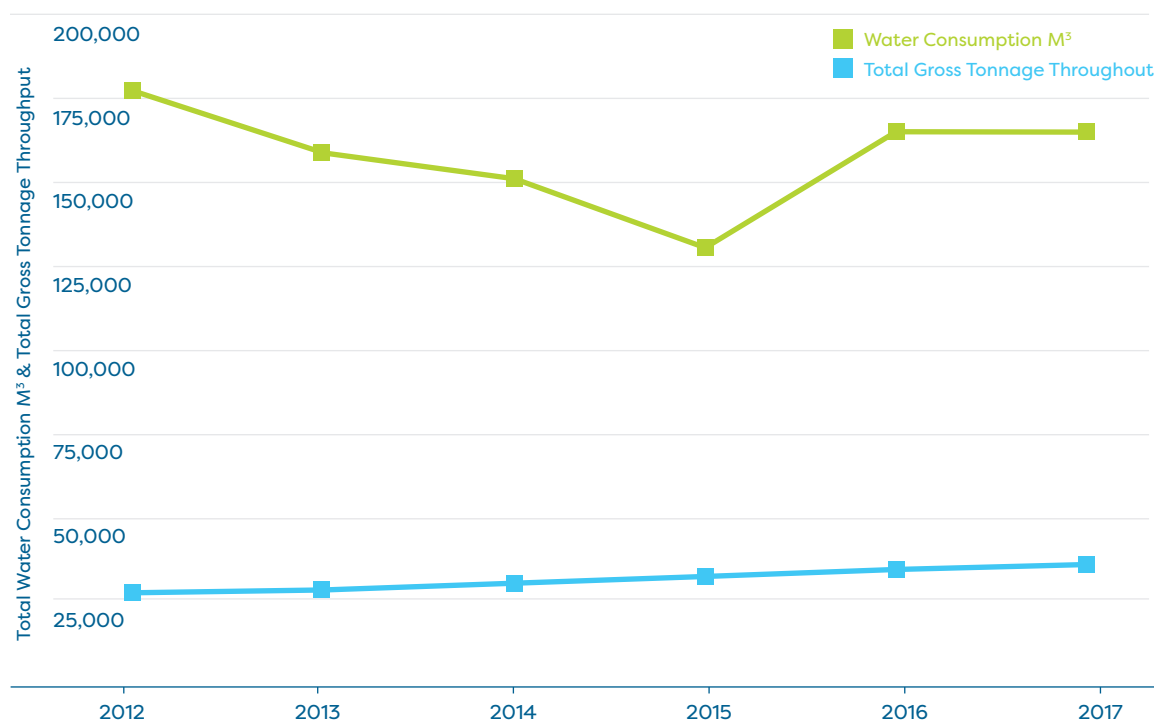


Water Charts

Unaccounted Water as a % of Total Water Used



Total Water Consumption M³ & Total Gross Tonnage Throughput





04

Safety

By safety we



Training



Total Attendees



Total Courses



Total Training Costs



In 2017, a total of 76 training courses were completed, with 388 attendees.



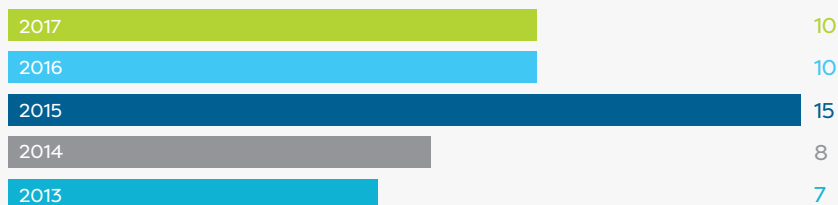
Accidents and Incidents



Total Man Hours



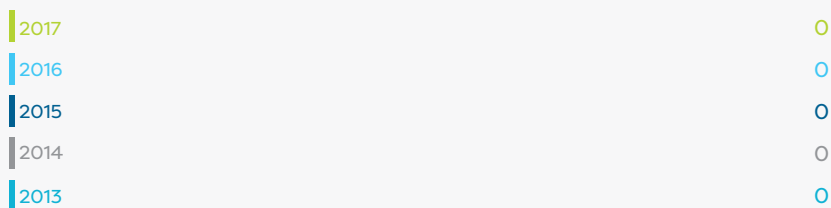
Quantity of Accidents



>3 Days – HSA Reportable



Fatalities



Safety

Health and Safety Committee

Right:
Health and Safety
Committee

In 2017, the Health and Safety Committee met 6 times.



L-R: Grace Davitt, EHS Administrator; Bernadette Brazil EHS & Risk Manager; **Paddy Paisley, Maintenance & Services Safety Rep**; Back Row: Stephen Collier, Energy Manager; Paul Clarke, Marine Supervisor; Tristan Murphy, Asst. Deputy Harbour Master; Ken Rooney, Engineering Services Manager; David Thornton, PMO H&S Manager; Cormac Kennedy, Head of Property; Michael McKenna, Harbour Master; Front Row: Mark Nathan, Deputy Security Manager; **Edel Currie, Clerical Safety Rep**; Laura Kearns, Health & Safety Specialist; Ann Marie McLoughlin, PMO H&S Manager; Pat Ward, Human Resources & Cruise Manager; Angela Flanagan, Environmental Intern; **Bernard Power, Pilots Safety Rep**.

Right:
Health & Wellbeing
Lunchtime Mile

Far Right:
OHSAS 18001
Certificate



Health and Wellbeing

In March 2017, DPC participated in the IBEC Health and Wellbeing day. DPC participated in the lunchtime mile, which was a great success. Some employee's participating were: Tony Forde, Denise Carey, Audrey Harpur, Bernadette Brazil, Paddy Paisley, Gillian Conroy, Audrey O'Shea and Ger McKechnie.

OHSAS 18001, Safety Management System accreditation

In 2017, DPC were certified to OHSAS 18001, an internationally recognised and independently audited Safety Management System accreditation.



NISO, National Irish Safety Organisation Award

Dublin Port Company is committed to ensuring the safety of its employees and other persons affected by its activities.

For two consecutive years Dublin Port Company were awarded Distinction Awards for their Health and Safety Practices at the NISO All Ireland Occupational Safety Awards 2016 and 2017.

Right:
NISO All Ireland
Occupational Safety
Awards 2017



L-R; Harry Galvin, NISO President; Laura Kearns, DPC H&S Specialist; Bernadette Brazil, DPC EHS & Risk Manager; David Thornton DPC PMO H&S Manager; Lynette Harcourt, DPC Digital Media Manager; John Thompson – Vice Chair Northern Ireland Safety Group.

Mental Health Awareness

In conjunction with the CIF Construction Safety Week in October 2017, DPC supported our contractors and ran Mental Health Awareness and Driving for Work campaigns promoted with material distributed from Mental Health Ireland and the Health and Safety Authority.

Right:
Mind our Workers
Poster

Below:
Driving for Work
Poster



Mental Health

Over the past 10 years, suicide and mental health have become two of the most important issues in Ireland. The culture around these subjects has started to change. People are becoming more open about the issues of suicide and mental health. However if we want to help reduce the number of suicides and improve awareness of mental health issues then there are still massive strides to take.

This is especially true when it comes to helping the men of our nation. In Ireland the majority of people who die by suicide are men. If we want to see a reduction in the number of suicides in Ireland then one of the steps that must be taken is to help promote further understanding and awareness of suicide and mental health amongst Irish men. Action is needed to help accomplish this objective. Irish men can be reluctant to discuss their problems and emotions with their colleagues and friends. No industry in Ireland is as male dominated as the construction sector.

For more information on Suicide Support visit:
<http://www.pieta.ie/>

Driving for Work

Driving for work involves a risk not only for drivers, but also for fellow workers and members of the public, such as pedestrians and other road users. As an employer or self-employed person, you must, by law, manage the risks that may arise when you or your employees drive for work. Employers should have systems in place to ensure that Driving for Work activities are road safety compliant. Employers cannot directly control roadway conditions, but they can promote and influence safe driving behaviour and actions by their employees.

For more information: http://www.hsa.ie/eng/Vehicles_at_Work/Driving_for_Work/



Developing Dublin Port Safely

Right:

DPC's Programme Management Office Director, Garrett Dorman, presented David Scully (RoadBridge L&M Keating) a voucher for his contribution to safety on site.



To satisfy the developments outlined in our 2040 Masterplan, DPC are engaging large contractors to complete construction development works, DPC Capital Projects.

As the Port grows, so does our awareness for the importance of a positive safety culture and safe practices. DPC has engaged two Construction H&S Managers to oversee the development of our Masterplan, our Construction H&S Managers ensure

only the best and safest contractors are engaged by DPC. DPC strictly monitor and positively influence our contractors on a daily basis and support Safety and Health campaigns on our construction sites.

Safety

Developing Dublin Port Safely
(Continued)

Right:
Capital Project
Safety Essentials



Capital Projects Safety Essentials

As part of the DPC's continual improvement process the Capital Projects Safety Essentials have been developed. These essential rules were derived from project risk registers, experience, lessons learned, as well as from accident investigations conducted across the Construction Industry.

To purpose of these rules are to:

- Clearly explain the basic safety rules that everyone should know and apply.
- Strengthen incident prevention by encouraging people to step in whenever they see something being done wrong.
- Stop work if the risk is not being properly managed.

05

Social



Dublin Port Company – CSR

Dublin Port Company's (DPC) Corporate Social Responsibility (CSR) strategy is founded on enhancing the quality of services, amenities and opportunities available to residents of the port's communities, new and established.

Committed to good corporate citizenship, DPC has an influential role to play in neighbouring communities, and in strengthening the bonds between the port, the city of Dublin and its citizens; a central tenant of the company's Masterplan 2012–2040.

Within the company's strategic plan, CSR is clearly defined as the commitment of the Port to contribute to sustainable economic development; working with employees, the local community and society at large to improve the quality of life, in ways that are both good for the business of the Port and good for Dublin City, its citizens and visitors.

DPC's CSR programme has evolved since 2011 and includes a host of initiatives, many of which are longstanding and have grown in tandem with DPC since the company's CSR programme first launched.

By partnering with the community, DPC continues to gain valuable insights and real understanding of how it can help to address specific needs in the community through CSR.

Our CSR programme is built on three key pillars – **education, community and sport** – and comprises a mix of new and established initiatives in 2017.

Providing educational opportunities in the community for...

*Right:
Pupils attending
Discover University
at National College
of Ireland*

Young Families

Early Learning Initiative at National College of Ireland

DPC sponsors the Parent Child Home Programme (PCHP), a “learning through play experience” at the National College of Ireland's Early Learning Initiative for young families in the docklands area. The programme was set up to envision a world where every child enters school ready to succeed because every parent has the knowledge, skills, confidence and resources to build school readiness where it starts: in the home. The programme also helps to ensure that when a child starts school, they do so on a level playing pitch, equipped with the essential building blocks – oral language, thinking skills, cognition – to thrive in the education system from the beginning with a strong foundation in place for future learning and development.

PCHP takes place twice weekly for half an hour in the child's home over two years. Parents and toddlers aged from 18 months up to 3 years old attend (selected on referral and needs based criteria). The group provides activities, rhymes and books to support parents and toddlers to learn through play



Social

Dublin Port Company –
CSR (Continued)

together. The curriculum is child-centred, play based and incorporates the principles of Aistear – The National Framework for Early Learning – to support toddlers learning through play; encourage attentive parenting; increase parent to parent support; and strengthen parent/child attachment.

This programme has proved to be hugely successful; parent(s) are always very thankful they have taken part in the programme to improve not only their child's development but to give them the skills to interact with their child and prepare them for school.

From DPC's perspective, programmes such as this offer true integration through education, foster sustainable change in the port's communities and play an important role in helping to eliminate socio-disadvantage for a new generation.

Teenagers

East Wall English/Maths/Irish Grinds and Home Work Club

St Joseph's East Wall Youth Club have been doing grinds in English, Maths and Irish for Junior and Leaving Certificate students and also run a Homework Club. The programme runs from November through to May with DPC's support.

Adults

Third Level Education Scholarships

DPC's Scholarship Programme is an annual educational bursary open to residents of the Port's local communities, including Ringsend, Irishtown,

Pearse Street, East Wall and Sheriff Street. The Programme was first established in 2001 in conjunction with DPC's Community Liaison Committee and is a mainstay of the company's CSR programme.

The bursary helps residents from the port's communities to progress to third level education by providing financial assistance to meet the cost of study, including bus/train tickets, books and course materials. By removing financial barriers to education, the bursary has already helped more than 550 people to fulfil their learning potential.

In 2017, DPC received 53 applications for the programme in the academic year 2017/2018. Following interviews by an independent panel, grants were awarded to 48 local recipients to begin third level studies at universities and colleges including the Institute of Art & Technology Dún Laoghaire, University College Dublin and University of Southampton Health Sciences. Currently, some 176 are in receipt of grants, which are acknowledged as a vital lifeline for students who might otherwise not have attended further education.

Supporting Communities

RDRD

The Ringsend & District Response to Drugs (RDRD) was originally set up as a community-based drug response group for the East Wall, Pearse Street and Ringsend areas. Since 2001 DPC has supported RDRD, helping it to deliver comprehensive crisis intervention, addict and family support programmes to over 200 families

Right:
2017 Annual RDRD
Graduation



Social

Dublin Port Company –
CSR (Continued)

Right:
Rinn Voyager



in these local communities. Year on year, there is increasing demand from individuals and families in the community seeking help and support for a range of supports. The project team now works with families that are experiencing tragic and traumatic circumstances ranging from serious illness, suicide, poverty, drug addiction, alcoholism, domestic violence and homelessness.

Rinn Voyager

The Rinn Voyager Sailing Project began in Dublin Port in 1992 at a time of high unemployment and a history of early school leavers in the port's neighbouring community. Borne out of DPC's CSR commitment to improving educational training facilities and opportunities for local residents, the company agreed to match EU funding and supply the premises, facilities and engineering expertise to enable a group of unskilled school leavers and long term unemployed in 1993 build a steel sailing boat; the Rinn Voyager.

Upon completion, the 42ft sailing vessel was launched in 1996 by the then Irish President, Mary Robinson and for the past 22 years has been used by local community groups and organisations for outings, rehabilitative programmes and team building exercises through the medium of sail training. The initial Project was developed in response to feedback from the community for the need for structured education/training initiatives that would offer participants the opportunity to develop new skills in a constructive, positive environment. Today, the Rinn Voyager provides a wide variety of community groups with a means through which they can challenge their members physically and mentally using team work, character building and leadership exercises on board. The Project in its current form also aims to and delivers on providing a positive and challenging environment for recovering drug addicts and those at risk of drug addiction, where they can develop essential life skills and return to a clean life.

Social

Dublin Port Company –
CSR (Continued)

Celebrating Communities

St. Andrew's Resource Centre, South Docks Festival

The festival is an annual event run by St. Andrew's Resource Centre in collaboration with Pearse Area Recreational Centre and many local groups and clubs. In 2017, the festival marked its 30th anniversary with an action-packed programme of events and entertainment for all ages. The week-long festival aims to highlight and celebrate Pearse Street's and City Quay's traditional association with the docks as well as continuing to celebrate their lively local community and heritage.

Launching the 2017 festival was the (then) Lord Mayor of Dublin, Mícheál Mac Donncha, who took to the waters of Dublin Bay to take part in the annual "Casting of the Spear" ceremony. The "Casting of the Spear" is a tradition dating back 529 years and the first official duty for the Lord Mayor as Honorary Admiral of Dublin Port. The title of Honorary Admiral of Dublin Port has been bestowed on the Lord Mayor of Dublin for over 20 years.

Historical records show that the maritime tradition of the Casting the Spear dates back to 1488 when Thomas Mayler, who was then Lord Mayor of

Right:

Eamonn O'Reilly, CEO Dublin Port Company, Mícheál MacDonnach, Lord Mayor of Dublin, Betty Ashe St. Andrew's Resource Centre, Dolores Wilson St. Andrew's Resource Centre, Lucy McCaffrey Chairperson Dublin Port Company



Social

Dublin Port Company –
CSR (Continued)

Right:
 Micháel
 MacDonnach Lord
 Mayor of Dublin
 & Lucy McCaffrey
 Chairperson Dublin
 Port Company



Dublin, rode out on horseback and cast a spear as far as he could into the sea. This was to mark the city's boundaries eastwards. Centuries later, the re-enactment ceremony is a reminder of Dublin's role as a port city in medieval times and highlights Dublin Port's remarkable history since its establishment as a trading post some 1,200 years ago.

Together, the South Docks Festival and Casting of the Spear help to keep alive the customs and traditions that define Dublin as a port city.

Bringing Communities Together Through Sport

Sport brings communities together to enjoy and take part in a shared passion and in the port's communities, this extends to sporting activities both on and off the river.

From rowing, sailing, swimming and kayaking to football, soccer and hurling, the River Liffey, Dublin

Port, Dublin Bay and surrounding areas are a hive of activity all year round, especially during the summer months.

Every club, event and sporting fixture is unique and DPC is committed to helping people of all ages and abilities in our community to take part, whether as an active participant, keen observer, coach or volunteer.

By supporting clubs, initiatives, training programmes and events, we aim to help local sports organisations successfully attract new members, create a vibrant community around their sport and foster greater physical, mental and educational wellbeing among members of each community.

Those educational messages around health, commitment, team work and ambition that others receive through sports can only serve to filter out into all aspects of their lives and for the benefit of the wider port communities.

Social

Dublin Port Company –
CSR (Continued)

Right:
*Poolbeg Yacht
Club Regatta*



Some of the sports events and initiatives that DPC has supported on and off the river in 2017 include:

- St. Patrick's RC Regatta
- Stella Maris RC Regatta
- Poolbeg Yacht Club Regatta
- Clontarf Yacht & Boat Club Regatta
- East Wall Water Sports
- Dublin Currach Regatta
- Liffey Swim
- Sail Training Ireland
- Scoil Uí Chonaill GAA Games
- Clanna Gael Fontenoy GAA Games
- St. Joseph's Football Club
- St. Patrick's Football Club

Social

Dublin Port Company –
CSR (Continued)

Right:
Clanna Gael
Fontenoy U-14 boys'
team



Right:
Clanna Gael
Fontenoy U-11 girls'
team



06

Economics



Introduction

In 2017, Dublin Port continued to serve as the main gateway for trade in and out of Ireland, with record levels of throughput being handled for the third successful year.

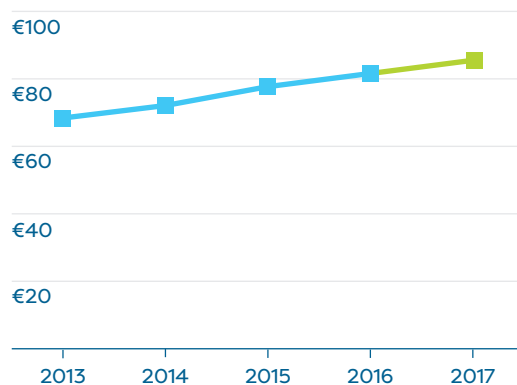
Total throughput for the year amounted to 36.4m tonnes representing a 4.3% increase on 2016 and with compound growth over the last five years amounting to 30.1%, volumes are now 5.5m tonnes (17.7%) higher than at the previous peak in 2007 prior to the economic downturn. The main features of throughput perform are summarised as follows:

- Total throughput up 4.3% from 34.9m tonnes to 36.4m tonnes
 - Imports up 3.9% from 20.7m tonnes to 21.5m tonnes
 - Exports up 4.9% from 14.2m tonnes to 14.9m tonnes
- Volume growth in 2017 was again underpinned by strong growth in the unitised sector with the Ro-Ro and Lo-Lo traces recording increases of 5.0% and 5.2% respectively in terms of units handled. The combined tonnage of the unitised trades amounted to 30.1m tonnes in 2017 accounting for 82.6% of total trade through the port. Liquid bulk volumes, primarily oil products increased by 6.6% to 4.3m tonnes while bulk solid volumes fell by just 1.0% largely as a result of lower cement exports as the domestic construction sector continued to recover.

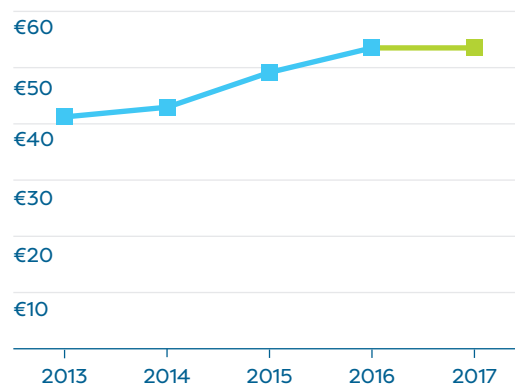


Financial Figures

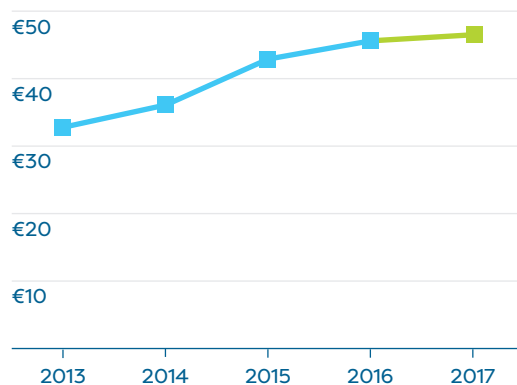
Turnover (millions)



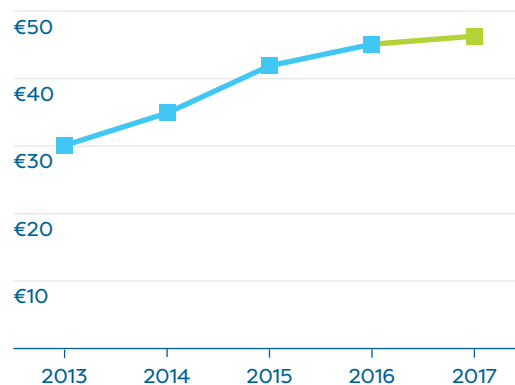
EBITDA*** (millions)



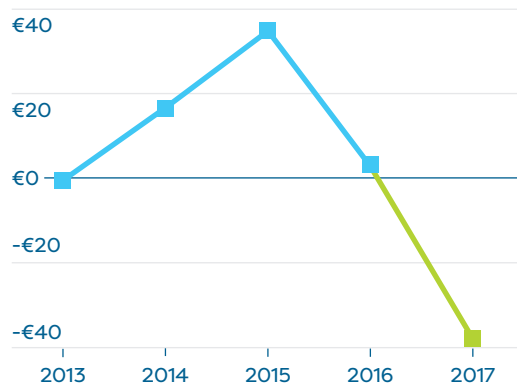
Operating Profit (millions)



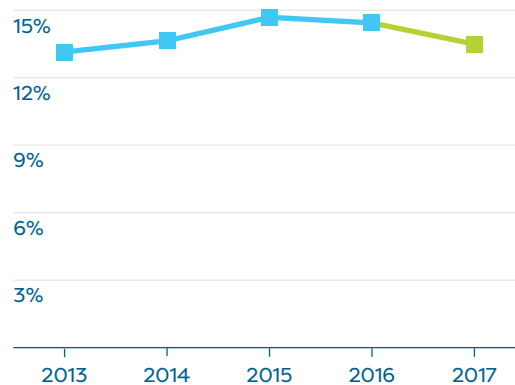
Profit before Tax (millions)



Net (Debt)/Cash (millions)



ROCE (%)



Volume Figures 2016–2017

Ro-Ro (Units)



2016

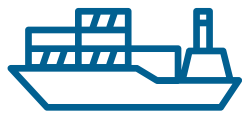
944,555

2017

992,062

5.0%↑

Lo-Lo (TEU)



2016

663,715

2017

698,348

5.2%↑

Ro-Ro Units per hectare per annum

2016

30,081

2017

31,594

5.0%↑

Lo-Lo TEU per hectare per annum

2016

18,085

2017

19,029

5.2%↑

Trade Vehicles



2016

104,185

2017

99,383

4.6%↓

Ferry Passengers

2016

1,814,089

2017

1,846,553

1.8%↑

Cruise Passengers

2016

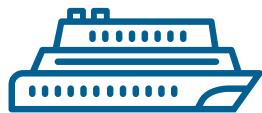
159,124

2017

210,050

32.0%↑

Cruise Visits



2016

109

2017

127

16.5%↑

Bulk Liquids (million tonne)

2016

4.0

2017

4.3

6.6%↑

Bulk Solids (million tonne)

2016

2.0

2017

2.0

1.0%↓

The Presidents Cruise comes to Dublin

Right:
Celebrity Eclipse
Cruise



On 10th May, 2017, the Celebrity Eclipse made her maiden call to Dublin. And this was not just any cruise; this was the president's cruise, an annual exclusive cruise offering unique experiences and events and on board was Celebrity Cruises CEO & President Lisa Lutoff-Perlo.

Over 3,000 passengers and crew were greeted by Irish dancing, live music and drum displays as they disembarked the Celebrity Eclipse at Ocean Pier 33. During the overnight stay guests got to explore the city which Lutoff-Perlo said was fast becoming a top destination for cruisers. She added that "Ireland is an amazing place full of wonderful, friendly people. Our guests want to come to Ireland. The destination is becoming more and more popular and in-demand".

Such is the commitment of Celebrity Cruises to Dublin, they have committed to home-porting from The Capital in 2018 and 2019. The five home-port calls each year will bring an additional 14,000 passengers to the City and is worth an estimated €6 million to the local economy.

Cruise tourism has continued to grow globally over the last number of years and Dublin Port Company

*Ireland is an
amazing place
full of wonderful,
friendly people.*

has worked hard to attract this valuable business to the city for over 30 years. And efforts have not gone unrewarded. The number of vessels calling to Dublin has continued to grow and in 2016, a record 127 ships visited the capital carrying over 200 thousand passengers and with an estimated value to the local economy of €31 Million helping Dublin Port Company fulfil its objective of re-integrating the port and the city.

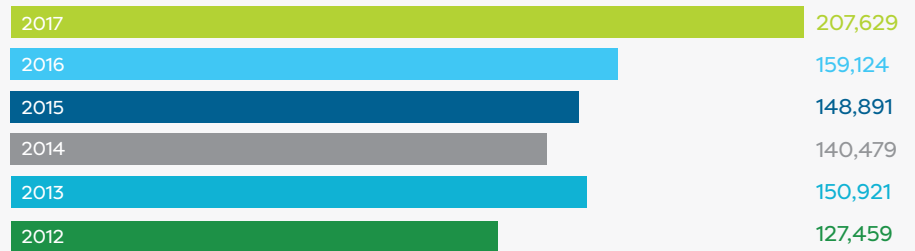
Cruise Stats



Cruise Line Calls



Cruise Passengers & Crew



Largest Cruise Ships in 2017



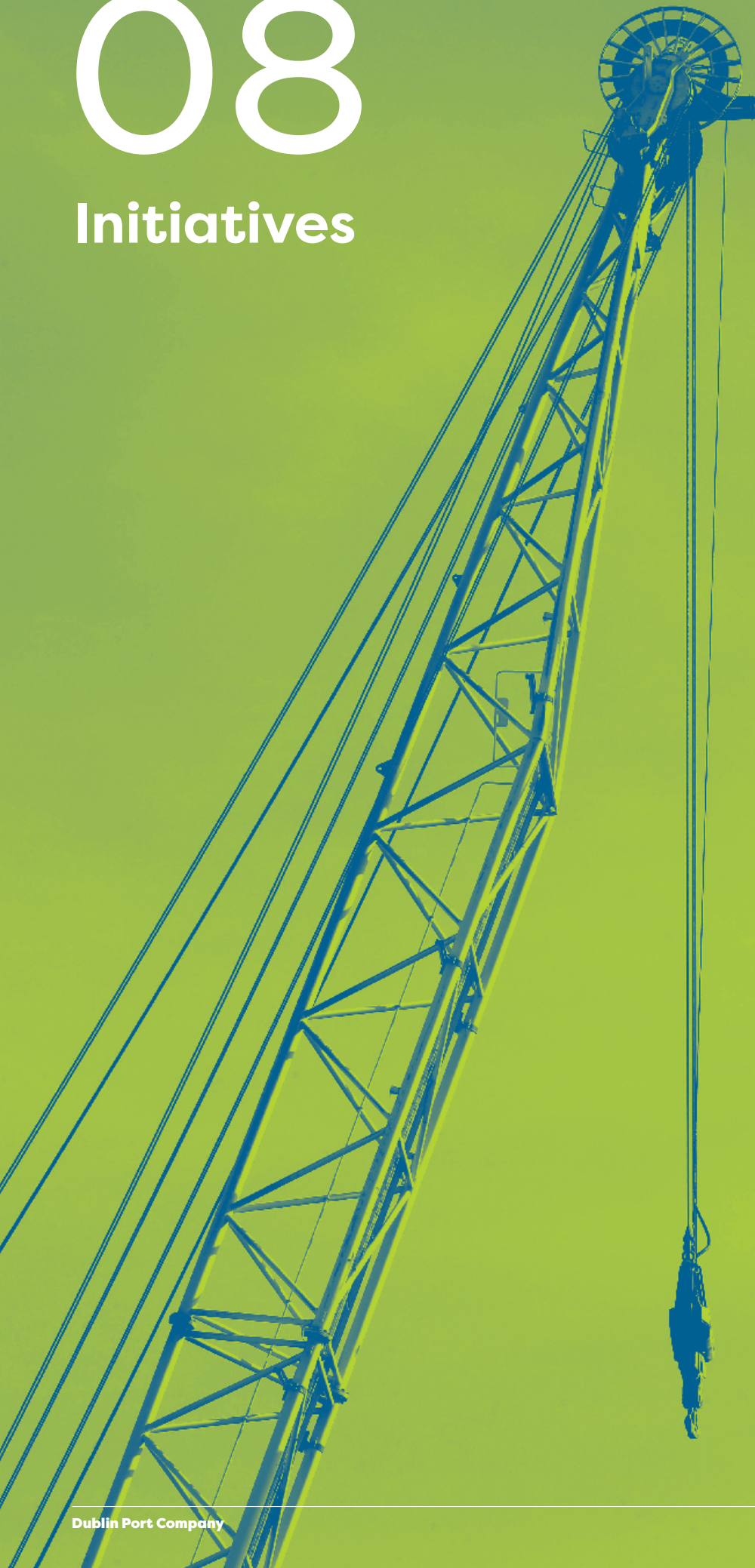
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Key Figures

	2013	2014	2015	2016	2017
No. of Permanent Employees	132	136	136	148	153
Age Distribution:					
20 – 29	5	4	1	4	4
30 – 39	19	15	19	27	23
40 – 49	43	45	42	41	44
50 – 59	58	63	63	58	57
60+	10	9	11	18	25
Average Age	48	49	49	49	49
Absence due to illness, %	3.7	4	3.5	3.98	2.48
No. of females (F)/ males (M) in total staff	135 Staff: 21 F / 114 M	137 Staff: 21 F / 116 M	140 Staff: 21 F / 119 M	148 Staff: 23 F / 125 M	153 Staff: 27 F / 126 M
Total No. of Executive Management Team	6	7	8	8	10
No. of females (F)/ males (M) executive managers	6 M	7 M	8 M	8 M	1 F / 9 M
Total No. of Senior Management Group	4	4	6	8	4
No. of females (F)/ males (M) in Senior Management Group	1 F / 3 M	1 F / 3 M	1 F / 5 M	2 F / 6 M	1 F / 3 M
No. of members on Board of Directors	7	7	8	6	8
No. of females (F)/ males (M) on Board of Directors	3 F / 4 M	3 F / 4 M	3 F / 5 M	2 F / 4 M	3 F / 5 M
Staff turnover, %	4	3	2	7.75	8.1
No. applying for Annual Travel Ticket	3	10	10	10	10
No. of Interns/ FAS apprentices	1	0	0	4	3
No. employees subject to random intoxicant testing	36	36	47	65	75
Applications for further education	3	5	5	3	1

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Initiatives



What we said Vs What we did

2017 Initiatives

Continue to investigate the options available for the installation of Dublin Bike station(s), and identify suitable locations around the Port Estate as part of Dublin Port Company's Masterplan.

The installation of Dublin Bike stations is considered for all applicable development projects and will continue to be considered throughout the lifetime of our development works.

Develop a safety committee with our customers, led by DPC

DPC engaged Trinity College Dublin (TCD) to complete a Safety Culture survey on Dublin Port and its customers. TCD compiled a report and recommended a focus on communication both internally and externally with regards to Safety. DPC launched a safety awareness campaign which included the development of a video targeted at existing and new employees. DPC requested the participating customers of the Safety Culture survey to express their interest in joining a safety committee, this communication is ongoing with a view to establishing a committee during 2018.

Ocean Pier Traffic Study Commissioned in July 2018

This study aim is to address the traffic congestion on Ocean Pier and Alexandra Quay West and its adjacent Branch Roads (1, 2, 3, 4) with a view to ensuring the area is suitable for use from a health and safety perspective.

Upgrade the internal road system. .

Planning permission received, with planned works due to commence in July 2018

Port Perspectives- a Port and City integration initiative programme using the arts and culture to reconnect the Port with the City.

In 2017 this programme encompassed:

- The Hugh Lane exhibition of 70 or so works of the Antwerp artist Eugene Van Mieghem (1875 to 1930) capturing facets of the life of the Port and the City of Antwerp over decades, including through the First World War. The exhibition ran until June 2017 in tandem with a community exhibition of Port related art, and culminating in the production of a book.

- Commissioning of 3 separate pieces of artworks on Port Lands, including an exhibition of Port maps in Terminal 1, a series of podcasts detailing the lives of sea farers and finally a multimedia exhibition along the Great South Wall.

- A programme of engagement with local communities and art colleges, including drawing clubs and photographic competitions and exhibitions.

Port perspectives will continue to further the tenet of port, city integration through the medium of the arts.

The donation of the 290 Crane to DCC for display on the Quays. The Crane dates from the 1990s. It is a 20 ton Portal Slewing crane manufactured by Liebherr.

Dublin Port has donated the old Crane 290 to the City under its soft values programme. DCC have accepted the donation and have included it in their Dockland Public realm initiative for a location on the North Wall quays campshire opposite the 3 arena. DPC and DCC will work together over the next year to bring this joint ambition to fruition at some point in the future.

Complete a feasibility study for the installation of Ecowaves, the generation of power through waves.

An investigation into the suitability of Dublin Port Estate to facilitate the installation of Ecowaves began in 2017 with further desktop exercises to be completed in 2018 to determine suitability.

Continue to monitor the carbon emissions of DPC during 2017. SC

Please refer to the environmental section of this report for further updates on the carbon emissions of DPC in 2017.

As part of DPC's soft values programme, a time ball will be installed.

We have addressed this symbolically through our "Opening up Port Centre" project with the placement of the sphere.

Initiatives

What we said Vs What we did (continued)

[Continue the baseline air monitoring programme in the Port estate from 2017 – 2020.](#) In August 2017, an independent air quality monitoring company were awarded a four year contract for Ambient Air Quality Monitoring in Dublin Port Estate; the following parameters will be monitored:

- Oxides of Nitrogen
- Sulphur Dioxide
- Volatile Organic Compounds
- Ammonia
- Particulate Matter – PM10 and PM2.5
- Total Dispersional Dust
- Lead

[Utilise the report received from Trinity College Dublin \(TCD\) on the Safety Culture in Dublin Port to develop a forum to improve safety within the Port Estate with a focus on the requirements of the Port Authority and Port Tenants outlined in the Code of Practice for Health and Safety in Dock Work.](#)

The findings of the TCD report were communicated to Executive Management in DPC, and all participating customers. The report recommended an increase in communications relating to Safety. DPC currently hold 6 H&S Committee meetings annually, in addition to communicating via email and our safety notice boards. DPC are looking into further opportunities for improvement such as monthly newsletters and the facilitation of the development of safety forums between customers. The objectives of the forum will be to improve safety practices and cultures, knowledge sharing and relationship building. This initiative will carry over to our 2018 Initiatives.

[Develop a port specific induction for shared areas within the port e.g. Common user and shared quay areas.](#)

DPC will take the lead in the development of an Irish Ports Safety Forum consisting of EHS professionals from leading ports in Ireland. This forum will provide for the need for consultation amongst ports for the standardisation of EHS requirements of CUA's throughout the country. The requirements of Port Authorities outlined in the COP for H&S in Dock Work will contribute to the content of the Induction. This initiative will carry over to our 2018 Initiatives.

[Receive third part accreditation for OHSAS 18001, the internationally recognised Safety Management System standard.](#)

In June 2017, DPC were successfully accredited to OHSAS 18001, an internationally recognised Safety Management System certification. The system is independently audited every 6 months.

[Preserve industrial heritage by relocating & upgrading a redundant crane as part of the relocation of the Estate entrance off East wall Road.](#)

Completed in 2017 as part of Opening up Port Centre with the Crane 292 installation and its sculptural wall enclosure which speaks to its industrial heritage, the Stothert & Pitt 10 Tonne crane was refurbished, painted afresh and illuminated to celebrate and showcase it as part of our industrial heritage assets.

[Continue to consult with relevant stakeholders to ensure land use improvements and efficiencies are achieved.](#)

Various consultation and liaison meetings are hosted and attended by DPC with relevant stakeholders and committees on a regular basis.

[In partnership with DCC, DPC will increase the footfall and scope of the Riverfest held in June 2017.](#)

The footfall of the Riverfest increased to 98,000 in 2017, an increase of 4,000 from 2016.

2018 Initiatives

- Installation of a PV array on the roof of M&S.
- Upgrade of the M&S workshop lighting to high efficiency LED's.
- On-going exploration of alternative fuels for the DPC road and marine fleet.
- Water main rehabilitation works on Tolka Quay Road.
- Invest in Monitoring Buoys - Smart Active Monitors (SAM's)
- In 2017, DPC reached a recycling rate of 95%. During 2018, a programme to increase the awareness of the importance of waste segregation and reuse will be completed.
- Introduce reusable tea/coffee cups in the DPC Canteen to reduce the volume of disposable cups being used.
- Commence the publication of a monthly EHS Newsletter
- Maintain OHSAS 18001, ISO 14001 and ISO 50001 accreditations.
- Develop a port specific induction for shared areas within the port e.g. Common user and shared quay areas.
- The facilitation of the development of safety forums between customers. The objectives of the forum will be to improve safety practices and cultures, knowledge sharing and relationship building.
- Continue the Air Quality programme in Dublin Port Estate.
- Continue to monitor the energy efficiency of DPC during 2018 to meet our 2020 target of a reduction in energy consumption by 33%.
- Provide support to the Irish Nautical Trust Community Maritime Education Programme



Glossary of Terms

Glossary of Terms

Ro-Ro

Roll On Roll Off is a cargo handling method whereby vessels are loaded via one or more ramps that are lowered on the quay or lowered onto a ship. Ro-Ro comprises cargo items that can be driven on / off a ship. These include Heavy Goods Vehicles (HGVs), cars, buses and other vehicular traffic.

Lo-Lo

Lift On Lift Off cargo is a containerised cargo handling method by which vessels are loaded or unloaded by either shore or ship cranes.

TEU

Twentyfoot Equivalent Unit. Lo-Lo cargo is normally measured in TEUs. A forty foot long container equates to two TEUs. Container vessel capacity and port throughput capacity are frequently measured in TEUs.

Liquid Bulk

Cargo includes oil, petroleum, chemicals, molasses, liquid petroleum gas (LPG) and bitumen.

Dry Bulk

Loose mostly uniform cargo normally loaded/ discharged by crane. Cargo types include animal foodstuffs, coal, fertilizer, cement fines, peat, minerals, grain, etc.

Break Bulk

General loose non-containerised cargo, stowed directly in a ship's hold.

Pilotage

The act of advising the master of a ship in navigation when entering or leaving a port in confined water.

Towage

The provision of a tug vessel to assist other vessels in safe operation within the Port

Stevedore

An individual or firm that employs dock workers to load and unload ships.

Dredging

The removal of sediment to deepen access channels, provide turning basins for ships and to maintain adequate water depth along waterside facilities.

NO_x

A generic term for the mono-nitrogen oxides NO and NO₂ (nitric oxide and nitrogen dioxide).

SO₂

Sulphur Dioxide.

PM

PM stands for particulate matter or particulates. These are microscopic particles in the air.

Anthropogenic impact on the environment

Impact due to human activity as distinct from natural causes.

Notes



From sustainably managed forests -
For more info: www.pefc.org

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