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# Message From the **Chief Executive**

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Dublin Port is busier than it has ever been and every year we are seeing yet more growth. 2016 was a record year, with a throughput of 34.9 million gross tonnes. At the top of the boom in 2007, the equivalent figure was 30.9 million.

We are expanding at a pace never seen before in the Port; deepening the channel by two metres, building new quay walls and creating Dublin Inland Port, a 44km port logistics centre 14km away.

Everything we are doing is intended to help our customers, the shipping lines who operate services in and out of Dublin, and all port users who depend on these services.

Expanding a Port so close to the city and so close to the wonderful natural environment of Dublin Bay is not easy but I am delighted with the response we have attracted in recent years to a range of what we call soft values projects which help to create a better understanding of Dublin Port.

All of us in Dublin Port Company know that the environment we work in is also the environment we live in. For us, there is no dividing line between the needs of commerce and the requirement to protect and, where possible, to enhance the natural and built environment.

During 2016, this commitment took many forms, including our continued support for BirdWatch Ireland's Dublin Bay Birds project and also our commissioning of the Starboard Home song cycle as part of the Ireland 2016 centenary programme.

The year ahead is exciting, with major works continuing on the Alexandra Basin Redevelopment Project, with completion of our Opening Port Centre project to open up Port Centre to the city along East Wall Road and commencement of a major project to upgrade the Port's road network, including the building of a new four kilometre long cycle and pedestrian greenway along the northern fringe of the Port, overlooking the Tolka Estuary.

On the cultural heritage side, we have a series of projects in our Port Perspectives initiative, including a major exhibition of the works of the Antwerp artist Eugeen Van Mieghem in the Hugh Lane Gallery.

With so much development works going on, it is essential that we maintain our commitment to proper planning and sustainable development and, to this end, we will complete a review of our Masterplan during the year.



**Eamonn O'Reilly**  
**CEO,**  
**Dublin Port Company**

# The Year in Review

## Some of the highlights of 2016

### Dublin Port Welcomes International Navy Visitors

The Dublin Port skyline welcomed a host of international guests early in the year on board navy ships, FGS Donau, FGS Dillingen, BNS Primula, HMS Ramsey, HNLMS Vlaardingen, and HNOMS Otra visiting the Port. The navy ships were visiting from Germany, Belgium, Norway, the Netherlands and Great Britain. There were many colourful flags flying on board each vessel: it is customary to fly the flag of the country you are visiting as well as the ship's country flag.

Dublin Port Company's then Harbour Master, Captain David Dignam greeted the group, and in keeping with tradition, exchanged gifts. The group included the ships' commanding

officers, Lt Commander Martin Dellin (FGS Donau), Lt Commander Jim Blythe (HMS Ramsey), Lt Commander David Decoster (BNS Primula), Lt Commander Wilco Faber (HNLMS Vlaardingen), Lt Commander Bjoern Tore Nygaard Vaagenes (HNOMS Otra) and Lt Marcus Fiene (FGS Dillingen). Also attending the ceremony were Thomas Kluck (Conseller/Deputy Head of Mission, Embassy of the Kingdom of The Netherlands), Lt (NS) Quigley and Lt (NSR) Durcan, who are both Liaison Officers for the task groups' visit.

The navy visitors generated lots of interest and a warm Dublin welcome from the public who wanted to view and take pictures of the ships.





## Cruise Dublin Launch

March saw the launch of Cruise Dublin, Dublin Port Company's new cruise tourism development and marketing agency, created to actively market and promote Dublin as Ireland's cruise capital. The aim is to significantly enhance the cruise passenger experience in Dublin by offering cruise companies and their clients a seamless, hassle free experience through quality stakeholder offerings.

"We want to promote Dublin as a premium cruise destination directly to cruise companies and work with businesses in Dublin to tailor packages to the needs of the cruise lines and their passengers," explains Pat Ward, Head of Corporate Services at Dublin Port Company.

Find out more about Cruise Dublin on their newly launched site, [www.cruise-dublin.com](http://www.cruise-dublin.com)



*Pictured at the launch of Cruise Dublin are (l-r): Pat Ward, Head of Corporate Services; Dublin Port Company; Jim Keogan, Assistant CEO at Dublin City Council; Brid O'Connell from Welcome Marketing; and Eamonn O'Reilly, CEO, Dublin Port Company.*





Bernard Brogan is pictured at the launch of the annual Aware Harbour2Harbour Walk with Tracy Moore, Dublin Port, and her dog, Amber.

## Aware Harbour2Harbour Walk Goes National



Saint Patrick's Day saw the annual Aware Harbour2Harbour Walk take place, with events in Dublin, Cork and Galway. Aware volunteer director and Dublin All-Ireland winner Bernard Brogan launched the events at Dublin Port. All funds raised went towards Aware's nationwide support, education and information services.

The football star described it as "fantastic" that the event went national: "The event started in Dublin 11 years ago and raises €40,000 for Aware's work each time. There's a really important link between exercise and mental health and this is a brilliant opportunity to get involved, get your heart pumping and be part of what is really just a big, happy day out. It's a great event!"

The Harbour2Harbour Walks take participants along some of Europe's most scenic seafront routes. In Dublin, approximately 2,000 people took part, with a 26km route between Howth and Dun Laoghaire Harbours; in Cork the spectacular Carrigaline to Crosshaven route offered a 5km or 10km option, and in Galway

the 8km route took in Salthill Prom, South Park and Mutton Island. Dublin Port Company sponsored the Dublin event for the second year running and provided a fun-filled halfway point at Berth 18, close to the Eastlink toll bridge in the capital.

"The Aware Harbour2Harbour Walk showcases the exceptional beauty of Dublin Bay and the Port itself, something which we should all be very proud of. We are proud to help Aware make this a really enjoyable event," noted Pat Ward, Head of Corporate Services with Dublin Port Company.

The Aware Harbour2Harbour Walks 2016 were proudly supported by Dublin Port Company, 98FM (Dublin), Red FM (Cork) and Galway Bay FM. Dublin Bay Cruises also supported the event in 2016, with €5 from every journey taken on the St Bridget on St Patrick's Day donated to Aware.



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## All the Fun of Riverfest

The June Bank Holiday Weekend saw North Wall Quay playing host to the Dublin Port Riverfest. Organised by the Dublin Port Company and the Docklands Business Forum, this unique celebration took place along the historic quays with a jam packed programme of entertainment and family fun. The event was enjoyed by local communities, Dubliners, national and international visitors.

A huge array of activities were planned over the course of the weekend, including the arrival of three Tall Ships and four schooners, which berthed at North Wall Quay for the weekend. Activities included try-it-out kayaking sessions that allowed those to see the visiting ships from a unique angle. Dublin Bay Cruises' St Bridget offered three trips daily out into Dublin Bay and The Jeanie Johnston was once again hired for the weekend by Dublin Port Company to provide free tours over the course of the weekend, while Dublin Port's tug boats, Shackleton and Beaufort's dances proved as popular as previous years!

For information on Riverfest 2107, see [www.dublinriverfest.com](http://www.dublinriverfest.com)







[www.dublinriverfest.com](http://www.dublinriverfest.com)







## Generating Good News

To coincide with Earth Day on April 22, Dublin Port Company held an electricity generating competition in the reception area of Port Centre. Two stationary bikes, one male and one female, were in situ, and each participant had to cycle as fast as their legs would carry them to generate the most electricity. Congratulations to the winners; Ruairi Stewart (Projects Management Office) and Sandra Santos (receptionist), as well as to Jenny Duffy of CMA who was the winner of the environmental quiz. Each winner received a voucher worth €200 for City Cycles in Marino.





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## Supporting Better Energy Communities

Dublin Port Company, Dublin City Council and housing charity, Respond, combined forces as part of the Better Energy Communities programme from the Sustainable Energy Authority of Ireland (SEAI) to deliver energy upgrades to 23 senior citizen apartments in Lismeen Grove, Coolock, Dublin 7.

“This project has been a great boost to the residents of Lismeen Grove, as well as 39 apartments at St Johns Court, Donnellycarney, and 20 at Castlekevin, Artane,” noted then Minister for Jobs, Enterprise and Innovation, Richard Bruton TD. “I would like to commend the project partners and SEAI for their work. The comfort and health benefits of the upgrades are tangible. The economic benefits are also clear with over 3,000 jobs supported every year through the Better Energy programme.”

Lismeen Grove is part of an €880,000 Better Energy Communities project which received €360,000 in funding from the SEI. Upgrades were complete in 114 social housing units.

This project was led by Retrofit Energy Ireland Ltd (REIL) for Enprova and was a partnership between Dublin Port, Dublin City Council (DCC) and housing charity Respond. Dublin Port undertook upgrade works at their maintenance and terminal facilities. Commenting on the project, SEAI Interim Chief Executive, William Walsh said: “The Better Energy Communities programme has supported upgrades to over 12,000 homes and buildings. These projects improve the efficiency, comfort and running costs of local buildings and in the process create jobs and help the environment.”



Minister Richard Bruton TD, pictured with Ciarán Callan and Pat Ward, both from Dublin Port Company.

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## Disney Magic Comes to Dublin Port

In May, Dublin Port welcomed Disney Cruise Line's Disney Magic on her maiden voyage to Irish shores. The 300-metre cruise ship arrived in the early hours of the morning, carrying over 2,700 passengers and 950 cast and crew. The ship's passengers were greeted by a 'Game of Thrones' inspired entertainment spectacle on the quayside in Dublin Port, featuring music, drummers, dancers, entertainers, with Irish hounds and handlers.

As passengers disembarked, they received a Cruise Dublin Visitor Pass, the new visitor card launched by Cruise Dublin earlier in the year, providing special admission to a range of historic, cultural and sporting attractions, as well as incentives to shop and eat out at participating retailers, bars and restaurants in the city.









*Pictured at the official opening of Dublin Port Company's new Seafarers' Centre are (l-r): Reverend William Black; Archbishop of Dublin, Dr Michael Jackson; Rose Kearney, Apostleship of the Sea (Stella Maris); The Lord Mayor of Dublin, Críona Ní Dhálaigh; and Archbishop of Dublin, Diarmuid Martin.*

## Seafarers' Centre Opens

May saw Dublin Port Company unveiling a new state-of-the-art €500,000 Seafarers' Centre at an official opening attended by guest of honour, the Lord Mayor of Dublin Mayor, Críona Ní Dhálaigh, who is also Honorary Admiral of Dublin Port. See full story on Page 53.

## Poolbeg Peninsula SDZ

August saw the creation of the Poolbeg Peninsula Strategic Development Zone, a move welcomed by Dublin Port Company. In particular, the explicit inclusion of port related activities and transport infrastructure among the development uses provides the opportunity to achieve a considered balance between a wide range of activities on an important interface between the Port, the city and the Bay.

Dublin Port owns a large proportion of the SDZ lands and also large land areas on the Poolbeg Peninsula outside of the SDZ.

Dublin Port is committed to the proper planning and sustainable development of the Poolbeg Peninsula to achieve the correct balance between port and infrastructure development on the one hand and residential and commercial development on the other, while also preserving and even enhancing the public realm and access through the peninsula to the River Liffey and Dublin Bay.

Dublin Port looks forward to contributing to the development of the SDZ Development Plan which will be considered by An Bord Pleanála.





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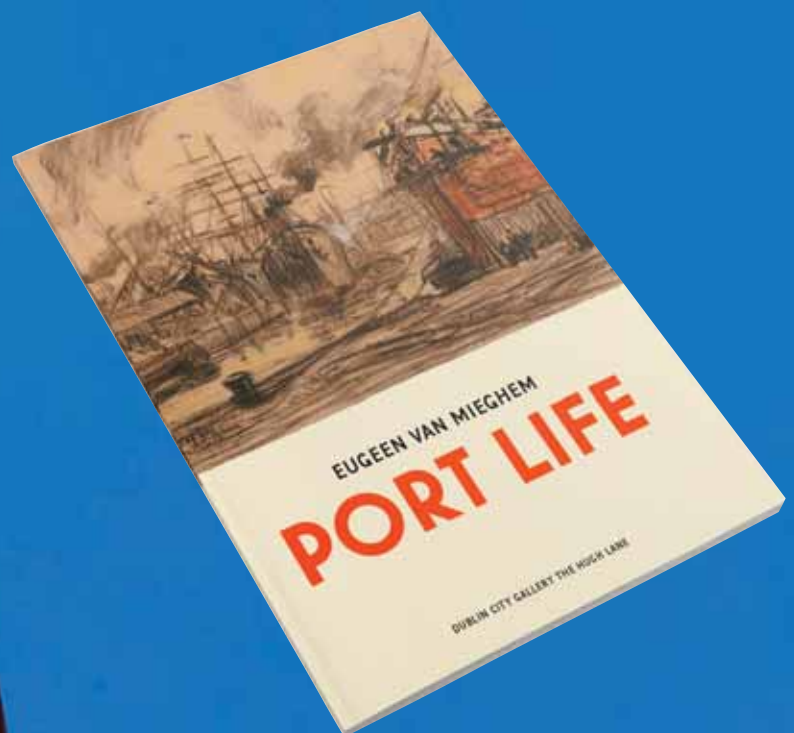
## Port Perspectives Launches Open Call to Artists

September saw an open call to artists and arts projects to create site-specific works in Dublin Port as part of Port Perspectives, its latest soft values project. The commissioned artworks will respond specifically to the built environment and local areas in and around Dublin Port, enhancing the public realm to draw audiences and port visitors, while creating a living exhibition and cultural trail.

Port Perspectives also includes an exhibition of work by the Belgian artist Eugeen Van Mieghem at Dublin City Gallery The Hugh Lane in 2017 and an arts engagement programme curated by Professor Declan McGonagle.

Business to Arts project managed the open call, with the commissioned artists announced in 2017.

“With Port Perspectives, we want to bring the port and surrounding areas to life, using new and original artworks that inspire, engage and tell the story of Dublin Port to audiences far and wide,” explained Eamonn O’ Reilly, Chief Executive of Dublin Port.







*Pictured at the launch of Port Perspectives are Eamonn O' Reilly, CEO, Dublin Port Company and Andrew Hetherington, Business to Arts.*



## Dublin to Become Home Port in 2018

In hugely exciting news for Dublin's cruise business, modern luxury cruise line Celebrity Cruises has become the first major cruise line to confirm the Dublin Port as a home port when a ship will call the city home during early summer 2018.

For five sailings commencing in late April, throughout May and until the end of June 2018, one of Celebrity Cruises' 2,800+ guest Solstice-class ships will offer cruises throughout northern Europe from Dublin. Over 14,000 people are estimated to start their cruise holiday from Dublin on a Celebrity Cruises ship in 2018.

The move is worth an estimated almost €6 million to Dublin and the surrounding area in knock-on economic benefits. Celebrity Cruises already features Dublin and other ports throughout Ireland in its European deployment: however, this is the most significant increase in its investment into Ireland in the history of the global business.



*Pictured at the announcement that Celebrity Cruises are to utilise Dublin Port as a home port are (l-r): Jo Rzymowska, Managing Director, Celebrity Cruises UK and Ireland; Pat Ward, Head of Corporate Services, Dublin Port Company; and Lorraine Quinn, Sales Manager, Celebrity Cruises.*





“Celebrity Cruises has enjoyed significant support from our travel agent partners and guests throughout Ireland for many years” explained Jo Rzymowska, Managing Director, Celebrity Cruises UK and Ireland. “Now we are saying thank you by basing one of the flagships of our fleet in Dublin for a mini season during early summer 2018. We know that our guests from around the world, and in Ireland, will love the warm welcome they receive when starting a holiday in Dublin.

“Calling Dublin home in 2018 is a major development to our European deployment. We couldn’t be more excited. Thank you to Dublin Port for their support.”

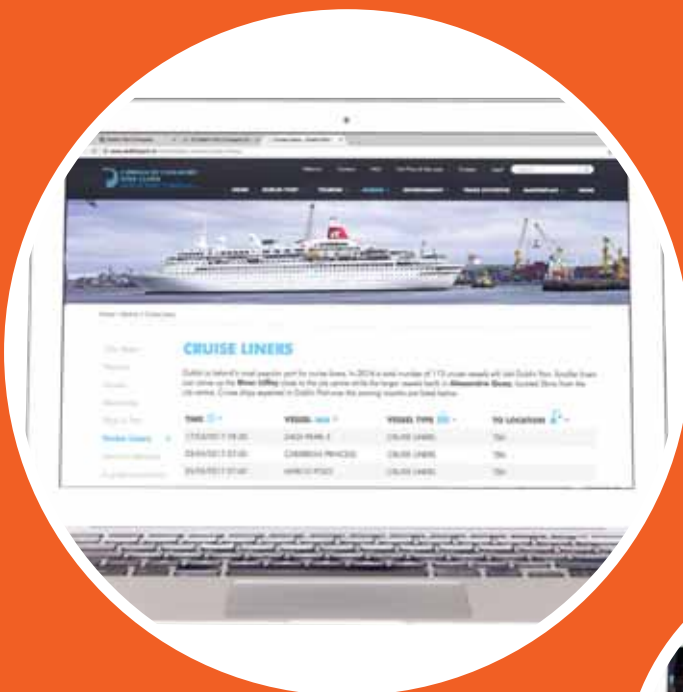
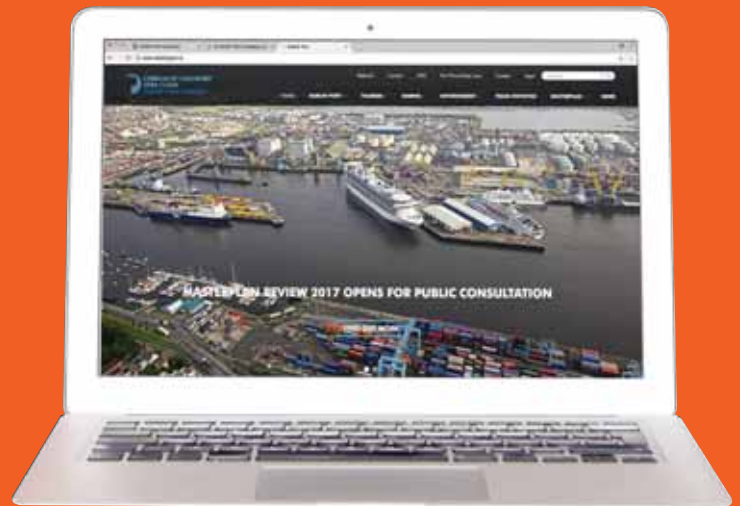
“It has been a clear ambition of Dublin Port to attract a cruise line to offer our great city as a home port,” noted Pat Ward, Head of Corporate Services, Dublin Port, at the announcement in November. “Today, that ambition is realised and Celebrity Cruises will be an important step-change in our history. The opportunities that this new investment will bring are extensive. We look forward to maximising this new platform for growth and welcoming yet more cruise ships and holidaymakers to Dublin for the first time.”



# Dublin Port Reveals New Corporate Website

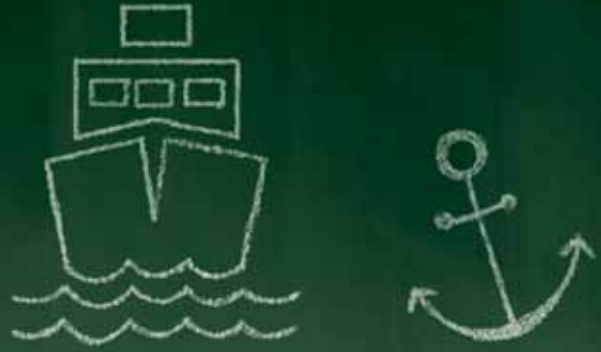
In 2016, Dublin Port Company launched a new corporate website. As the Port and its functions have evolved, so must its communication channels, and a new website helps Dublin Port to fulfil its communication strategy.

The new responsive, corporate website was designed with user experience in mind and provides easily accessible real time information about arrivals, departures, tourist information, environment, Masterplan updates, port fees and more, so that all stakeholders are kept up to date. You can visit the new website at [www.dublinport.ie](http://www.dublinport.ie).



[www.dublinport.ie](http://www.dublinport.ie)





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# Dublin Port Reaches 22,000-plus via Social Media



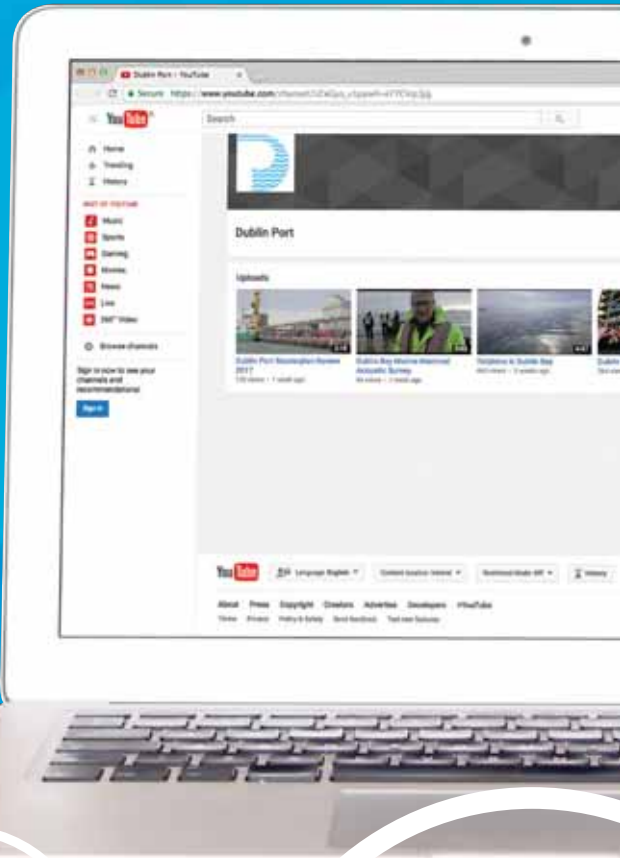
Dublin Port's social media is a key communication tool between the Port and the city of Dublin. By using social media channels, we can connect and communicate with the public and stakeholders, providing easily accessible information about the Port. Facebook, Twitter, Instagram and YouTube are all used as a communication platform to inform and educate about Dublin Port's day to day activities. Through our digital strategy, we inform the public around Dublin Port's events, trade stats, arrivals, cargo, sunrises, festivals, Masterplan updates, cruise ships, community events, wildlife information and everything in between!

Our target on social media for 2016 was to reach a community of 20,000, which we exceeded with a combined following of over 22,000. Social media gives us access to valuable feedback from the general public, and helps us to monitor public perceptions of the Port and our activities.

As Dublin Port evolves, so must our communication tools. Social media is an invaluable and accessible way to for us to continue to integrate with the city and its citizens and to maintain our invaluable connection with Dublin City.







# Ice Cool in Alex

**Garrett Dorman, Capital Programme Director, Dublin Port Company, provides an update on the extensive Alexandra Basin Redevelopment plan, the most ambitious single project in the history of Dublin Port.**

Work is continuing to progress on Dublin Port Company's hugely ambitious Alexandra Basin Redevelopment Programme, the €227 million project that is the largest capital project ever undertaken in the 200-year history of Dublin Port.

When complete, it will increase the port's ability to handle large ships by deepening and lengthening three kilometres of the port's seven kilometres of berths. It will also deepen the port to provide an entrance channel with a depth of at least 10 metres.

Since last year's report on the ABR, significant progress has been made, particularly in terms of licensing. "We finally have all our licenses and permits in place," explains Garrett Dorman, Capital Programme Director, Dublin Port Company, "including the licence for construction, which was tied into the dredging project, so we now have the licence in place to dredge the river and dump at sea."

The process to obtain the licence to dredge was complicated and comprehensive, Garrett explains, particularly when it came to its environmental impact. "We had to engage in significant data gathering in order to gain

our EPA licence," Garrett reveals, "including manufacturing buoys with intricate data gathering hardware and software, which are currently monitoring the basin, gathering bathometric data and information on marine and mammal life in the Bay. We will also monitor the movement of the sands at the dumping ground at Burford Bank, because we want to make sure that the sand, silt and gravel we place at sea doesn't end up back in the Bay."



*Garrett Dorman, Capital Programme Director, Dublin Port Company.*





### Dredging Project

The dredging project, which begins in October 2017, will see 5.5 million tonnes of material removed from Dublin Bay, with one million tonnes per year being dredged from the river and sea bed. Of the material removed, five and a half million tonnes of sand, silt and gravel will be placed onto the Burford Bank, approximately 12 kilometres off Dublin Bay. The other half a million tonnes cannot be dumped at sea as they are class 2 contaminated [slightly contaminated]. Dublin Port are looking at means of treating this material to decontaminate it.

Dublin Port Company applied for and received an Industrial Emissions Directive (IED) licence, which will allow them to remove 470,000 cubic meters of contaminated material from Alexandra Basin: this material will be transported by barge to a batching plant [yet to be constructed] down at berths

52/53, where the material will be treated with cementitious fibres to stabilise and solidify same and used to fill the existing berths. "The batching plant will be located at Berth 53 and the materials will be tested weekly, monthly and at six weekly intervals to ensure that the materials are binding correctly," Garrett states. Work on this is due to commence in 2019.

### Foreshore Work

Receiving their Foreshore Licence led to the most obvious sign of progress: the enormous piling rig, one of the largest in Ireland, is easily visible at Cross Berth Quay at the western edge of Alexandra Basin, which has begun inserting steel piles that are 35 metres long and 1.4 metres in diameter into the sea bed. In between these piles, sheet piling is inserted with interlocking edges. This method gives stabilisation to the quay and the balance of construction works can be completed.





*Cross Berth Quay, at the western edge of Alexandra Basin, is the location for one of the largest piling rigs in Ireland, which has begun inserting steel piles that are 35 metres long and 1.4 metres in diameter into the sea bed.*

Garrett's project management division are also in the process of tendering the contract to infill the graving dock, while another contract will see more new piling 60 metres either side of the north-eastern edge of Alexandra Basin, including a new ramp.

"One of our customers, CLdN Cobelfret are bringing in a very large cargo ship in September, which will call at Dublin port once a week, and the new ramp will have the capability to be able to be positioned on both Alexandra Quay west or Ocean

Pier, so this ship can dock either at the north or east of the basin," Garrett explains.

There are five contracts currently going to tender in Alexandra Basin for completion this year, with a budget of €56 million, with a similar sum earmarked for 2018. The piling work around the Basin is being completed in sections, but will eventually encompass the entire basin, across Alexandra Basin West, along Ocean Pier and demolishing some of the existing buildings at Ocean Pier.







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2018 will see the demolition of the lead-in jetty in Alexandra Basin, which will be replaced with a new jetty.

Further down the line, the Port's old graving dock will be excavated and opened up to the public. "When we excavate it, it will be revealed like a perfect amphitheatre, made up of massive granite blocks," Garrett notes. "When it is cleared and cleaned, it will be a wonderful amphitheatre which could even hold a concert."

### Keeping Customers Happy

One of the biggest challenges during the ABR project is ensuring that the Port's many and varied customers continue to operate with as little inconvenience as possible.

"To date, we haven't antagonised any of our customers," Garrett laughs. "We have moved P&O's fence back 30 metres to allow us to pile at Cross Berth Quay but that has been the only inconvenience so far. But we have good relationships with all the Port's residents and we'll work with them to ensure that they are disrupted as little as possible."

For some Port clients, the work will mean moving to entirely new premises. Seatruck Ferries, for example, will relocate from their existing site at Terminal 5, adjacent to Berth 53, to a new Headquarters between Tolka Quay Road and Alexandra Road,

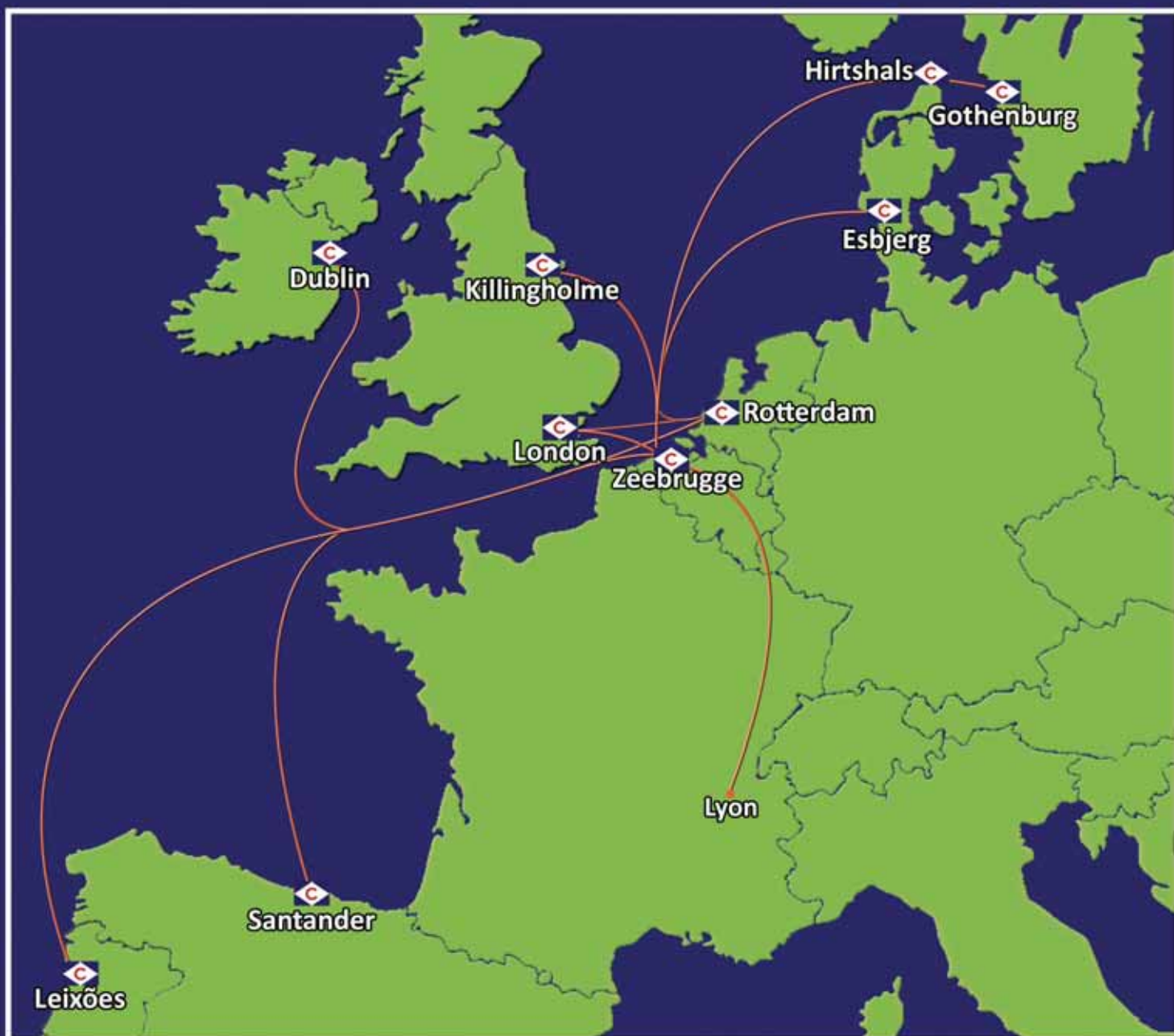
with access to the river at Cross Berth Quay. This will involve quite a lot of work, both demolition and construction.

Tara Mines' existing operation includes a conveyor system running on a jetty out into Alexandra Basin, angling south and eastwards into the Basin from Ocean Pier. When the work on Alexandra Basin is complete, that jetty will be demolished and instead, the conveyor system will run further west along Ocean Pier and will allow Tara Mines to load their ships from a berth in the north-west of the Basin. "They're not moving too far and the logic is that when we get the agreement of the spec for the new conveyor system, we can have it manufactured and installed so they can use it immediately. There is a shut-down period of six weeks to cover the installation of the new conveyor. After that, they will be up and running before we even demolish their old jetty, which includes steel and concrete piles which are set approximately 20 metres into the sea-bed."

### Road Works

Dublin Port Company also have an extensive road upgrade programme in place, to deal with increased traffic volumes through the Port estate. In total, road upgrades will cost about €30 million, with €11.5 million of that due to take place in 2017, with work expected to begin around the middle of the year.





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# Providing Safe Harbour



**Dublin Port's brand new Harbour Master, Michael McKenna, talks us through how much he is enjoying a new voyage.**

FORMER Harbour Master, Captain David Dignam has been a huge help to Michael McKenna in taking on his new role as Harbour Master of Ireland's busiest sea port. His predecessor wasn't just available with practical advice on taking on the busy role but also in reminding Michael that he had just landed "the best job in the country".

"When the job was advertised, it seemed like a hugely interesting and challenging role," the new Harbour Master explains. "The cycle the Port is going through at the moment, with the expansion plans, means that this is a very exciting time. Work is starting to commence on the Alexandra Basin Redevelopment Project so there are huge challenges ahead over the next five, 10 and 15 years. Long-term strategies for the Port have been drawn up over the last number of years, so there is a lot to become involved in with the varying Dublin Port teams. I had reached the stage in my seagoing career where the time away from home was less preferable and this opportunity offered me a Dublin base."

Michael spent almost a decade with ExxonMobil, operating worldwide and working his way up to Chief Officer, followed by 16 years with Irish Ferries as both Ships Officer and Master Mariner, so he brings extensive experience to his new role. Did he always envision being a Harbour Master?

"I certainly envisioned myself working ashore in the marine industry. Like a lot of seafarers, when I first went to sea, I spent this early part of my career seeing the world. There were long trips at sea to various far-flung places of the planet, all of which was hard work and very enjoyable. After 10 years with ExxonMobil, where I progressed from Cadet to Chief Officer, it was time to settle down, so I moved to the ferry business which was closer to home with more favourable rosters. Working on ferries tends to be shorter tours of duty, perhaps two weeks on/two weeks off, compared to oil tankers, where my longest trip was six months. The long-term plan was always to progress until I had enough experience as Master to move into a suitable role ashore. I've had 10 years of command experience, which I think is a respectable amount."



### Broad Range of Experience

Michael's broad range of experience includes a lot of work in planning dry docks, particularly with ExxonMobil. "With large oil tankers, you could be in dry dock for up to three months, depending on the work carried out. From the early part of my career, I was lucky enough to be involved in a lot of those big planning projects – for example, I completed three months in a Singapore dry dock where there was a substantial overhaul of an oil tanker and I was involved in the planning, the implementation and the recovery from it," he explains. "Ships spend a lot of time maintaining and improving operations day-by-day or week-by-week, getting ready for the next dry dock, and then when you come out of dry dock, you're getting to know the ship again and all the systems that have been upgraded."

Ferries are in dry dock on an annual basis, and Michael also built up considerable experience of dry docks with Irish Ferries, but he describes the most valuable experience gained from his ferry work as learning to meet a variety of customer needs. "Every one of the ferry companies operating in and out of Dublin Port have a variety of ships that meet different

market requirements. For example, I spent five or six years on the Oscar Wilde from Rosslare to France, so in summer there is a lot of tourism traffic. Summertime customers require family friendly on-board services, while the night-time sailings from Dublin to Holyhead have a different set of demands, as the ships are loaded to capacity with freight traffic and the freight drivers, who are keen to have a meal, freshen up and get some rest before the next leg of their journey. Moving from ship to ship helped me to see and address different customer needs and to become familiar with the 'customer first' idea.

"All of the ships in the Port are running a service for customers. Those customers may be tourism passengers, onward receivers of containerised goods offloaded by stevedoring companies, or the oil companies who import over 60% of our nation's oil through Dublin Port, so it is all about the customer. Often, we might not get to see the customer's face, so the building of relationships with the ship's agents is essential. It is only when we understand the challenges of our customers that we can set about meeting these requirements."



Onboard the large Roll-on Roll-off passenger cruise ferries, there was the considerable challenge of managing a crew of up to 155 people working in busy teams. "People used to ask me how you manage all those people? But like any management structure, there are systems in place where supervisors and team leaders are provided with support to in turn ensure the staff feel supported. The system is centred on how you can serve the crew and look after their needs, because if you're not looking after their needs, they can't function in their roles to a high standard."

On a practical level, Michael also has extensive experience of sailing in and out of Dublin Port, having held a Pilot Exemption Certificate since 2004: "I've been piloting ferries coming in and out of Dublin Port for over 12 years, which has given me valuable experience of the bay, the winds, the tides and all the local effects in the varying weather conditions we are faced with."

### Ingrained Safety Management Ethos

From an operational point of view, Michael's years at the helm of large vessels mean that safety management is second nature to him, another vital skill for a Harbour Master. "Everything on board ships is operated on a plan/do/check/act audit ethos," he explains. "It is the same here in Dublin Port. We have a large number of ships of ever-increasing sizes operating in the Port and the river hasn't got any bigger, so we need to apply the correct safety procedures to ensure their safe passage into and out of the Port. Bigger ships are more high-sided, so they have an extra challenge in docking, particularly in less favourable conditions. We have to ensure that our harbour tugs continue to operate to the high standards they are renowned for, to assist those ships inwards and

outwards." It seems that management systems are nothing new to Dublin Port, which is already accredited with ISO 14001 for environmental standards, along with more targets for energy efficiency and safety management in the pipeline.

"The Harbour Master's role, essentially, is the safe and efficient management of the marine functions of Dublin Port, planning inward and outward shipping traffic safely and efficiently so we can maximise the availability of berth spaces for each customer. Sometimes those needs overlap, where one ship is delayed and the next one is waiting outside the Port. There are some factors you can influence and some you can't, as cargoes may be delayed due to weather or other reasons."

Different types of ships present different challenges to the Harbour Master and his team, as Michael explains: "The Ro-Ro ships are docking extremely frequently and we have almost four peaks in the day. A number of years ago, we had rush hour shipping traffic in the morning and evening: now, we have a lunchtime and midnight peak as well, which squeezes the time available for other cargo ships entering and leaving. The oil industry pumps cargo 24 hours a day, 365 days a year, and over 60% of the country's oil comes in through Dublin Port, from diesel to aviation fuel. Bulk carriers bring in animal feed, grains and other dry cargoes and then there are the thousands of new cars for 2017, the wind turbine parts and other specialised cargoes. In general, the ferries are very manoeuvrable, even in poor weather, as they are designed to dock twice a day, every day. The larger bulk carriers and oil tankers are designed for efficiency at sea so have extra requirements, such as needing tugs and pilots, and those ships are becoming bigger all the time, so we need to ensure that our resources can meet their needs – the Port





invested in two new tugs and in time those needs may grow again, as we deepen the navigation channel.

"Combined with this, we also support our staff with ongoing training to manage these growing ships: our Tug Masters and Pilots all attend simulator training for modelling of different ship types."

### Emergency Planning

A huge part of the Port's safety planning involves simulating possible emergency situations, essentially creating a play-book of 'what if' scenarios. "We have a risk management strategy in place for the Port to train to deal with various scenarios, from an environmental issue to a collision, a grounding or a fire in any part of the Port. We have an agile risk management structure to meet our changing needs and we hold a number of practice drills in a year to get a handle on those scenarios.

"There would be little point in me planning those exercises, because I would know everything that is about to happen," he continues, "so we engage an external company to create the scenarios and then we have to react in real time as the emergency management team. Those exercises can be table-top, full scale live drills involving emergency services or a combination of both."

There are Emergency Management Plans in place for different scenarios, based around an 'all hazards' approach, as Michael explains: "The base plan is often the same for each scenario, in that the teams and resources are put into place, and as you filter down into the detail, you prescribe resources when and where you need them."

The new Harbour Master is extremely well versed in this kind of thinking, having completed a Masters Degree in Emergency Management at DCU in 2013, which has been hugely useful in his career, "not just in terms of emergency management but also in relation to risk assessment, planning, preparedness, decision making, communications and coordination.

"As any head of department, you set the tone for how the team functions, so if you put safety on a very high profile and that safety thread is intertwined in everything you do, that is how the team will function," he summarises. "There are various clichés like 'safety first, safety last' but it does have to be kept high profile. You have to think all the time of the 'what-ifs'; you have to have formal structured talks about it and also informal talks, where you can harness the experience of the various people working in the Port."

The Harbour Master recently took part in a workshop at the National Emergency Coordination Centre, facilitated by DCU, which saw various stakeholders, including Government Departments, come together to create a National Risk Register for the country, covering everything from floods and droughts to infectious diseases. "The reason Dublin Port was invited is because it has become so obvious how critical the supply chain through Dublin Port is to the country. Two of the most important pieces of infrastructure are the navigation channel, which we need to ensure is kept clear and open for ships, and the Port Tunnel, which is used to get product from the Port to the customer. More than 95% of everything you own that wasn't made in Ireland came into the country on board a ship," Michael notes.



### Facing the Challenges Ahead

So Michael McKenna is vastly experienced in terms of people management, meeting customer needs and planning large maritime projects, but he is also well aware of the challenges ahead.

"The biggest challenges over the coming years are maintaining the needs of the customer while we develop different areas of the Port," he explains. "We will soon begin dredging of the channel, so being able to maintain the safe and efficient working of the Port will be key. The Port cannot shut down to facilitate building plans. The country's growth cycle indicates that we can't slow-down in any fashion. We handled close to 35m tonnes of goods in 2016, having experienced up to 6% growth, so we have to be able to keep up with the nation's needs, hence the need for these major works in the Port."

Presumably the amount of construction work taking place and scheduled to take place in Dublin Port, with the Alexandra Basin Redevelopment being the prime example, makes the role of the Harbour Master more challenging?

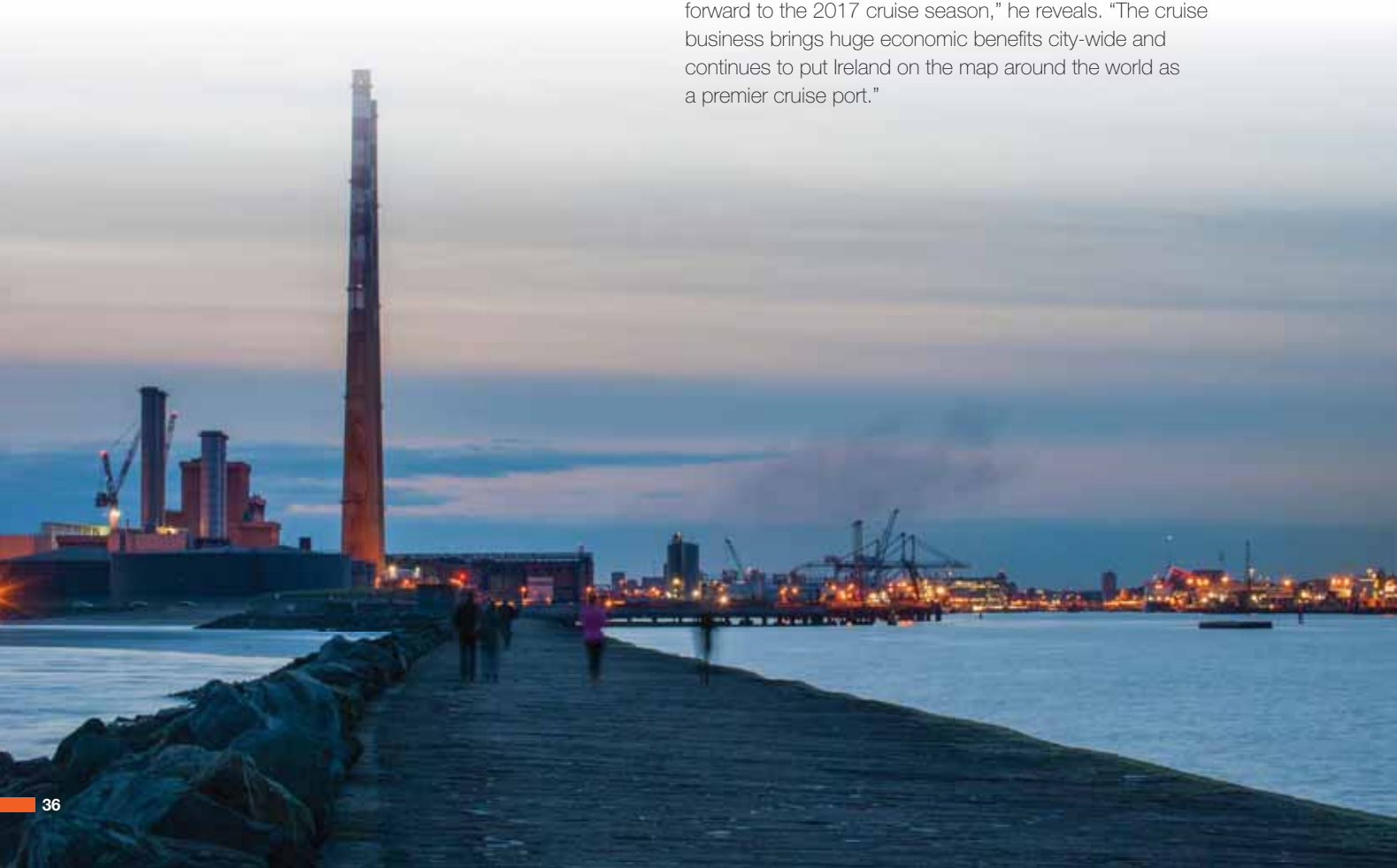
"It does indeed," he grins. "But there are mechanisms in place within Dublin Port Company to help deal with that, including teams of experts in our Project Management office to plan all that work. We meet very regularly with the other functions in Dublin Port Company, including Project Management, Maintenance & Services, Land Operations etc, to make sure we are all up to date on the schedule."

Michael is "thoroughly enjoying" the job so far: "there are new challenges, new customer needs all the time. So there has to be agile and innovative thinking to be able to meet those demands". We wondered if there is anything approaching a typical day?

"Not yet," he laughs. "A lot of my day revolves around the shipping desk in the Port Operations Centre, which is where the customers input their needs through a database system, informing us when their ship will be arriving, what draught the ship will be at, and allowing them to book pilots and tugs. Our team then processes all those requests and allocates berths, answers queries, deals with customer requirements etc. That happens every day. Other than that, it's a matter of looking after everything from staff rosters, navigation safety and the continual review of risk assessments and standard operating procedures. In between all that are the wider planning projects and a great deal of interaction with our many neighbours and stakeholders."

The Harbour Master is also a member of the Executive Management Team (EMT) in Dublin Port Company, along with the CEO, CFO, Port Engineer, Project Management Officer, Land Operations Manager and Estates and Facilities Manager: "So there are regular meetings of the EMT to deal with the oversight and management of Dublin Port Company as opposed to just the Harbour function. Then, of course, there are planning issues which are part of the ABR project, including meeting our environmental responsibilities when carrying out all the work, while maintaining and improving the environment around the Port."

So what's he looking forward to most? "I'm really looking forward to the 2017 cruise season," he reveals. "The cruise business brings huge economic benefits city-wide and continues to put Ireland on the map around the world as a premier cruise port."







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# No **Soft** Option

## Soft Values Programme

**Dublin Port Company's Soft Values project is aimed at integrating the Port with the city and its people. Jim Kelleher talks us through this ambitious strategy, which is already underway.**

"There's nothing as hard as soft values," laughs Jim Kelleher, project manager, as he surveys Dublin Port from Port Centre. "They are very complex and very rewarding but they're far from easy to implement."

Dublin Port Company's Soft Values Programme is a multi-faceted plan, from arts to architecture, aimed at integrating Dublin Port with Dublin City and its people. This re-integration was named as a core aim of the Masterplan for Dublin Port 2012-2040 and it is something Dublin Port Company takes very seriously, to the point where it underpins both how Dublin Port Company operates its current business and any development proposals envisaged under the Masterplan.

"The Port has moved ever eastwards over the centuries and has lost its connectivity with the city, visually and emotionally, apart from the surrounding neighbourhoods

that always had the links in terms of people working in the Port, like East Wall, North Wall, Ringsend, Sherriff Street," Jim Kelleher explains. "We want to reintegrate the Port and the City. We want to improve the relationship between the Port, our neighbours and our local authority, to demonstrate that we're a progressive organisation who are open to doing good things with design in the public realm, an organisation that wants to break down barriers."

Some of the projects incorporated into the Soft Values Programme include the restoration of Dublin Port's Diving Bell, which now stands on Sir John Rogerson's Quay, the public display of the engineering marvel that is the Binden Blood Stoney blocks, the development of a Time Ball feature, the development of a pedestrian/cycle track around the port's northern perimeter, and the creation of a public plaza by opening up Port Centre.

*A historic 10-ton Stothert & Pitt crane, which was in use at the port up until the late 1990s, will be reassembled and illuminated at the corner of East Wall Road, acting as a sentinel between the port and the city.*

DUBLIN



## Reintegrating the Port and the City

The latter is the most ambitious and the largest physical intervention by Dublin Port to reintegrate the Port with the city, as Jim describes: “This is the biggest physical manifestation of our Soft Values Programme on the ground. We’ve been marooned behind stone walls for 36 years and we want to change that, to celebrate the building and to make better use of the ground around it, to invite the public in and create a public realm to a very high architectural standard.”

Essentially, they are softening at the boundary between the east wall of the Port and the city, which Jim describes as “a hostile boundary, predominantly grey walls of various constructions”. One of those grey walls actually dates from around 1880, made from Dublin black ‘Calp’ limestone, and is being incorporated into the new design: “we’re only taking a bit of that down but we’re making enough of an intervention to make a difference”.

The removal of part of the old boundary wall will create new pedestrian entry points at Alexandra Road and East Wall Road, identifiable by tall russet coloured structures made from Cor-ten steel, a type of steel alloy, which was developed to eliminate the need for painting, forming a stable rust-like appearance when exposed to the weather for several years and the same material that is used in shipping containers.

“We are putting up fantastic turnstile gates made from Cor-ten steel,” Jim explains. “The choice of that material was very deliberate: first of all, it looks very well, and secondly, every box that comes in and out of the port is made from Cor-ten steel, which has been painted, and thirdly, the rusty appearance has a certain maritime feel to it.”

The entrances will open out into a new public plaza north of Port Centre, the building designed by Scott Tallon Walker and opened in 1981. “Scott Tallon Walker deliberately chose this site, aligned it with the river, built it to a certain elevation, with views right over the Port,” Jim notes.

At the entrance to the building, a refurbished podium will feature a new four-metre sculptural sphere inspired by the spherical-shaped time ball that dropped daily on the top of the Ballast Office at O’Connell Bridge to signal Greenwich Mean Time to passing ships. Made from stainless steel, its surface will mirror the surroundings of Port Centre and provide a new focal point at the precinct. From the podium, visitors will also be able to observe the Port’s operations from a safe distance, as intended by the original architects.



*Jim Kelleher, Project Manager,  
Dublin Port Company.*

### Landscaped Maritime Garden

South of Port Centre will be a landscaped maritime garden, accessible from a new footbridge that links to the relocated car park facilities. "Essentially, there will almost be a 360-degree ring of green around Port Centre, which will be the only green oasis in a grey industrial landscape," Jim notes. "With new buildings being constructed across East Wall Road, the city is coming closer to us and we want to come closer to the city and this is a great project to allow that to happen."

The new public space will be book-ended to the north west by an old red-brick building on the corner of Alexandra Road and East Wall Road, a live ESB sub-station, which Kelleher explains is a fine example of late Victorian/Edwardian industrial architecture, while to the south will stand a historic 10-ton Stothert & Pitt crane, formerly known as Crane 292, dating from 1968, which was in use at the port up until the late 1990s. Reassembled and illuminated at the corner of East Wall Road, the 35-metre high structure will be taller than Port Centre when installed and is intended to become a new landmark at the port-city interface.

"We will illuminate and paint the crane, which has a super Cor-ten steel enclosure around it, so it is almost acting as a sentinel between the port and the city," Jim reveals. "It also potentially marks a new entrance to the Port for local traffic,

at some point in the future, but that is dependent on works at the Point Roundabout, but we are future-proofing it to allow it to integrate with the road network and the other aspects of the Soft Values Programme."

### Ambitious Targets

This particular project is one that is close to Jim Kelleher's heart, allowing him to "put on an architectural hat" again. Kelleher comes from an architectural and building surveying background, having graduated as a building surveyor and cut his teeth as a senior technologist with City Architects in Dublin Corporation (now Dublin City Council). He subsequently worked in a number of roles both in London and Dublin, including 18 months as Facilities Development Manager in Dublin Zoo. He is now over 11 years with Dublin Port Company, working with the Port Estates & Facilities function, initially as Estate Inspector and working on a variety of projects in the intervening years.

"I love this kind of work," he says. "It never gets dull, because it's so multi-faceted. We have a fairly ambitious but realistic programme to get this project completed by September 2017."

Kelleher describes it as "far from a straightforward project: there are 13 design elements, which means a lot of moving parts. We have to keep Port Centre operational during the works, so it is a complex project."





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Dublin Port Company are in the process of creating a new public plaza by opening up Port Centre, softening at the boundary between the east wall of the Port and the city.

### Prudent Project Management

The affable project manager manages to keep all these plates spinning at once through “prudent project management skills,” he smiles. “We have to make sure we engage at all times with the various stakeholders, both internal and external. There was quite a bit of pre-planning consultation with Dublin City Council (DCC), who were very supportive of the project from the start.

“One of the key aspects of our Soft Values Programme is giving confidence to the likes of DCC, our local authority, that we are following through on what we promised to do in the Masterplan, to reintegrate the Port with the city. We are investing heavily to do that – the opening up of Port Centre alone is a €6 million project – but it is a demonstration of our *bona fides* as a company that we are going to do what we said we would do.

“We recognise the importance of the heritage within the Port itself and we are celebrating that through various projects. Vestiges of old ports, even a pier wall, can be celebrated in a way that doesn’t interfere with our core business. These can be termed civic projects and they are very important to Dublin Port Company and our relationship with the city.”

### Supporting the Arts

It’s not just about architecture, however, as Dublin Port Company has proved an important supporter of the arts. 2016’s Starboard Home musical project (see page 44) was a triumph, and more recently, Port Perspectives saw the

company commission a series of original and innovative public artworks/installations which respond specifically to the built environment, local areas, history and context of Dublin Port. The commissioned artworks form part of a year-long programme of activity in 2017, which includes an exhibition of works by the Belgian artist Eugene Van Mieghem at Dublin City Gallery, the Hugh Lane, and a range of related arts education and engagement activities.

Jim was lucky enough to be part of the judging panel: “It’s a multifaceted project, which is Port-wide, from the Poolbeg Lighthouse to the city, and we saw some great proposals.”

The rejoining of port and city is not something that stops when the Port Centre project finishes this September, but it is an ongoing programme.

“Eventually, we’d love to create a heritage trail through the port, beginning with the Diving Bell, moving on to the Time Ball at Britain Quay and the Binden Blood Stoney blocks, which will be celebrated at North Wall Quay. We have donated other cranes to DCC, and we hope to place one outside the 3 Arena. We also have the old Victorian graving dock, which we will uncover over the coming years. Then there is the Greenway project, which will see the creation of a cycle/pedestrian route right along the northern border of the Port, overlooking the Tolka estuary and the whole of Dublin Bay. These are a series of initiatives which help the port to reintegrate with the capital city it serves.”





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# Starboard Home

## Starboard Home Creates Musical Magic


**Commissioned by Dublin Port Company, Starboard Home was a unique collaboration featuring 12 of Ireland's foremost songwriters, who created new songs inspired by the relationship between the Port, the river and the city of Dublin itself.**

Capturing the essence of the relationship between Dublin's port, the River Liffey and the city may seem as difficult as trying to contain Liffey water between your fingers, but that was the challenge set by Dublin Port Company in 2016 when it commissioned a dozen of Ireland's leading contemporary songwriters to compose and perform brand new songs based on the symbiotic relationship between the port and the city it serves.

Curated and produced by acclaimed Irish songwriter Paul Noonan (Bell X1 and Printer Clips) and the National Concert Hall's Gary Sheehan, Head of Programme Planning, Starboard Home was commissioned by Dublin Port as part of the Ireland 2016 Centenary Programme. The artists gathered at Sun Studios in Dublin during February with a band featuring Nick Seymour (Crowded House), Brian Crosby (formerly of Bell X1) and Glenn







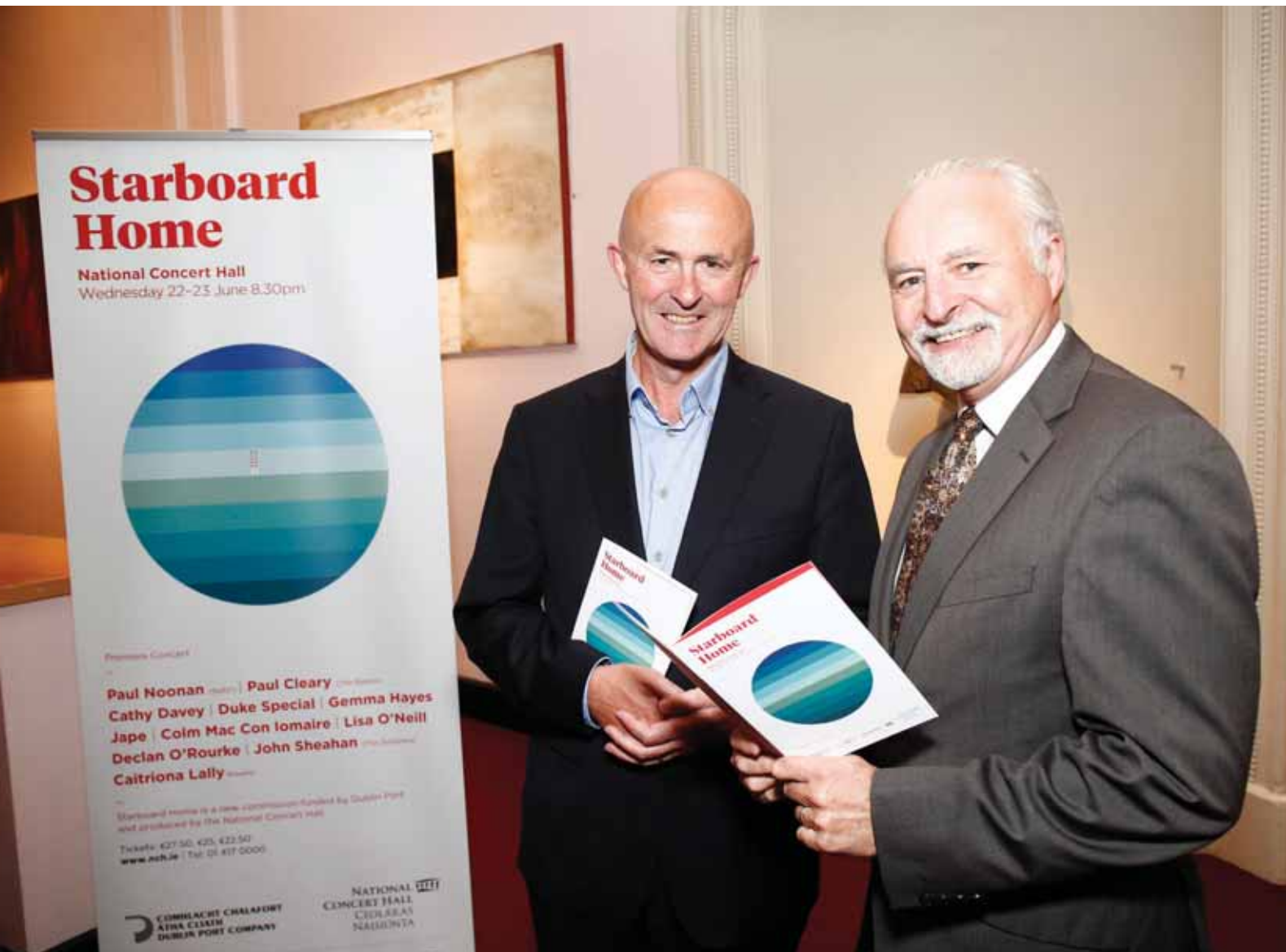
Keating (Jape) to collaborate and record the *Starboard Home* album, which presents a contemporary and panoramic view of Dublin as a port city. Then, the songs were performed over two magical nights at the National Concert Hall on June 22 and 23, where a who's who of contemporary Irish songwriters took to the stage for a stunning live event.

The artists involved include Noonan, John Sheahan from The Dubliners, Paul Cleary from The Blades, James Vincent McMorrow, Cathy Davey, Duke Special, Gemma Hayes, Jape, Colm Mac Con Iomaire, Lisa O'Neill, Declan O'Rourke, and novelist Caitriona Lally.

Simon Taylor, CEO of the National Concert Hall, said that *Starboard Home* "represents a significant and imaginative contribution by Dublin Port to the Ireland 2016 Centenary Programme and continues the development of the National Concert Hall's commitment and support of Irish musicians and composers across the musical spectrum."

"It's an honour for a Dubliner to be asked to write something about the Liffey, because it's such a part of our lives. It's the main artery through the city of Dublin," said John Sheahan from The Dubliners, describing his involvement in the project.





Pictured are Eamonn O'Reilly, CEO, Dublin Port Company, and Simon Taylor, CEO of the National Concert Hall.

### Contemporary & Relevant Art Project

The project was born out of a conversation between the NCH's fundraising department and Dublin Port Company about creating something for the 2016 centenary celebrations. Gary Sheehan recalled, which evolved into a conversation about songs.

"There is a big tradition of songs about ports, shanties, and we have a current crop of amazing songwriters so I wondered what would happen if we asked them to write songs about the port and the city," he revealed. "Dublin Port Company liked the idea a lot and they were very brave to say 'here's a commissioning budget to go and make entirely new songs'. That hasn't happened in music commissioning in Ireland too much. Classical composers? Yes. But commissioning living songwriters to write new pieces is very rare, particularly at this level where the project was quite big. So Dublin Port Company were very forward looking and they have continued that now with the Port Perspectives visual art project. It adds a lot to the arts landscape to have that provision

and support for projects. They are very rigorous in their approach to supporting the arts, which is good for everyone."

Gary commended Dublin Port Company for "creating big projects that are contemporary and relevant". He is particularly proud of the collaboration between the NCH, Dublin Port Company and Business To Arts "to make something happen that individually they would find difficult to do".

The NCH's Head of Programme Planning was quick to point out that Dublin Port Company's involvement was far more than merely signing a cheque. "Dublin Port Company didn't just provide the budget; they also have a deep knowledge of the Port, the city and their history and that was a crucial part of all this," he explained. "There are people in Dublin Port Company who are really engaged with their jobs, with the Port and what it means to and for the city. The conversations we had with them were just as important as the music."



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### A Rich Vein of Inspiration

Gary quickly found the right man to curate the project in the shape of Paul Noonan, familiar to most as the singer with Bell X1, who was delighted to get involved. "As a lot of institutions did, I think Dublin Port Company wanted to pause and reflect on what we are as a nation and what Dublin is as a city in 2016," he observed. "As songwriters, we tend to pick on the flotsam and jetsam of our own lives and observations, where loose strands of inspiration can trigger songs, so it was actually really welcome to have a very specific and very evocative subject to write about. It's a really rich vein from which to mine all kinds of things, relating to heritage of the city, childhood memories, what it means to be a Dubliner and even more esoteric musings on the widescreen possibility of the open sea and the magic that is in that. It wasn't like 'go write about the cement industry'; it was something that people genuinely felt connected to. Everyone I called jumped at the chance."

The fact that Starboard Home incorporated recording a brand new studio album as well as the live shows was a massive advantage, according to Gary: "I think that gave the artists security that they were getting involved in a well mapped-out

project. They knew that they were writing a song, working with a really good band and then performing it in concert in the right way, so you'd like to think that they felt it was a secure environment to jump into."

Paul agreed: "If we were writing the songs just for a live concert, they would have got to flicker for a moment and then be gone, so it was really great to document it by making a record. Recording music is a very different kind of thing, because you have the time to craft something in the recording and mixing of songs, whereas the live performance of them becomes something else entirely."

"Ultimately, we wanted to make something good that would stand the test of time and have emotional impact," Paul continued. "The topic made it very easy for that emotional aspect to come to the fore. You'll often hear this idea that writing about music is like dancing about architecture, but that's a lazy aphorism, I think, which argues that there's no point in writing about music because you can't capture it or pin it down. I think what we were doing wasn't unlike that: we were writing about the Port, the river and their place in the city, expressing one thing in the language of another."



*Pictured are Matthew King, Head of Development at the National Concert Hall, with Charlie Murphy, Communications Manager, Dublin Port Company.*



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### A Significant Moment in Irish Music

The resulting album certainly has that emotional punch and it has a flow that transcends musical genres, whether it's John Sheahan drawing on the traditional music heritage, James Vincent McMorrow delving into electro-soul or Lisa O'Neill waxing lyrically about an unemployed dock worker. "There's a real mix of songs: some have a narrative and are directly related to the Port, and then there are other, more ethereal things that, as music does, create atmosphere," Paul noted.

"I think people will still be playing the record in years to come," Gary argued. "Paul brought a unity of tone to it, which is very special when you have such a diverse bunch of artists writing about something like a port: the idea that it all hangs together with a reflective tone of where we are in the city and the Port makes it pretty special work."

The album was extremely well received, topping the Official Irish Compilation Charts and receiving superb reviews across the board, including a four-star review in *The Irish Times*, which described it as "a spellbinding journey".

How unusual is it for a business like Dublin Port Company to take an idea like *Starboard Home* and support it so fully and thoroughly?

"It is unusual in the broad sense," Gary notes. "There is often sponsorship of concerts but this is fundamentally different; it was always a commissioning project. It was Dublin Port Company saying that they wanted to commission work at a very high level in a large quantity and they backed us to do it right. That happens in the classical music world and it tends to happen a little more in America, but I think it was a significant moment in terms of music in Ireland. I can't think of a similar project at this level in Ireland before and I know it has never happened in the context of rock or pop music, so in that sense it is significant and if it has the effect of encouraging other people to commission currently working artists, that's great. It is a significant step forward in the arts generally."



*Pictured at the premiere of the **Starboard Home** live event at the National Concert Hall are (l-r): Frances Corr, Honorary Secretary, Ringsend & Irishtown Community Centre; Betty Ashe and Dolores Wilson, both from St Andrew's Resource Centre, Pearse Street.*

## Tradition of Engagement with Local Communities

Eamonn O'Reilly, Dublin Port Company's Chief Executive, said, "Starboard Home is a major addition to Ireland's musical heritage which Dublin Port hopes will help rebuild the connection between the Port and the city, which was so strong a century ago but which has waned in recent decades. Over the last three years, Dublin Port has looked to the arts to find a voice to help bridge the false dichotomy between Port and city and to remake the link of centuries. The Port's support for culture and the

arts builds on a long tradition of engagement with local communities in a way that engages new audiences.

"Where the languages of statistics, finance and commerce fail to convey the importance and relevance of Dublin Port, we have found that the arts succeed," he concluded. "We are confident that Starboard Home will help us to continue to communicate with the widest audience."





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# Seafarers' Centre

## New €500,000 Seafarers' Centre Opens

**Dublin Port's new Seafarers' Centre turned part of the old Odlums' mill into a welcoming area for sailors docking in the port.**

May 2016 saw Dublin Port Company opening a new state-of-the-art Seafarers' Centre, following a €500,000 investment in the facility.

Dublin Port's new Seafarers' Centre breathes new life into the site of the old Odlums' flour mill. Housed in the former Odlums' workers' canteen, which had been in use up to the mill's closure in 2012, the Centre now provides a base for vital services to sailors docking in the port, an essential workforce of the city's economy. Features of the old canteen building, such as decking, beams and the original exterior wall, have been retained and preserved as part of the new design.

"The primary objective of this project was to provide drop-in facilities available to seafarers of all denominations and none, in a welcoming and calm environment," explains Jim Kelleher, Project Manager, Dublin Port Company, "in addition to accommodating the pastoral care organisations, Mission to Seafarers and Stella Maris, under the one roof, who care for seafarers coming to Dublin Port."

As Dublin Port's first custom-built Seafarers' Centre, it will support over 7,500 visiting seafarers a year arriving from all

over the world, typically from countries such as India, China, Ukraine, Russia and the Philippines.

In addition to Dublin Port's €500,000 investment, the International Transport Workers' Federation committed €55,000 in funding towards the completion of the Centre, helping to support its role in representing the best interests of transport workers globally.

Features of Dublin Port's purpose-built Seafarers' Centre include free Wi-Fi access for sailors to contact family and loved ones while ashore, cooking and dining facilities, a shop, and a relaxation and recreation space, including a pool table, library and TV lounge and an external seating area.

### Overall Strategy

This project fits into Dublin Port Company's overall strategy and Masterplan, to develop quaysides adjacent to deep water to their maximum in accordance with environmental / licensing requirements, as well as removing non-core activities and facilities adjacent to quayside / deep water. "The relocation of the Seafarers' Centre fits well with this strategy as they were previously located within core operational areas," Jim Kelleher explains.

**The new €500,000 custom-built Seafarers' Centre will support over 7,500 visiting seafarers a year arriving from all over the world.**





**Pictured at the official opening of the Seafarers' Centre are (l-r): Ken Fleming from International Transport Workers' Federation; Archbishop of Dublin, Diarmuid Martin; Rose Kearney, Apostleship of the Sea (Stella Maris); The Lord Mayor of Dublin, Críona Ní Dhálaigh; Archbishop of Dublin, Dr Michael Jackson; and Eamonn O'Reilly, Chief Executive, Dublin Port Company.**

DPC, through its strategic key objectives underpinning the Masterplan, is committed to:

- Integrating new development with the built and natural landscapes of the surrounding area;
- Enhancing the natural and built environments and be integrated with the city;
- Promoting sustainable design in the natural and built environment. To promote in the development of future port facilities the principles of Universal Design to make environments inherently accessible for those with and without disabilities;
- A promotion of excellence and focus on good quality in design where possible.

The Seafarer's Centre project addressed successfully all of these, Kelleher explains.

### Key Sustainability Targets

DPC sought innovative and quality design solutions to accommodate the new Seafarers' Centre at and ensured key sustainability targets were written into the brief set by the Project Manager. Jim Kelleher was tasked to lead the design team to exceed modern building regulations. A BER rating of B1 was achieved.

"By promoting sustainable design in the built environment and in particular looking at re-cycling and re-use of existing buildings, Dublin Port Company identified a building, formerly the canteen at the Odlums' Mill site, as having potential to accommodate this new use," Jim reveals. "Originally dating from 1940s, the building is of traditional construction, with little architectural merit, but was well sited within the Port Estate to accommodate the seafarers. With a focus on excellence in the quality of design and

construction, the project was completed successfully in May 2016."

### Caring For Seafarers

The new Centre also brings together two long-standing traditions in caring for seafarers in Dublin, the Anglican Mission to Seafarers (The Flying Angel) and the Catholic Apostleship of the Sea (Stella Maris). Both organisations now operate together under one roof at Dublin Port to provide spiritual guidance and friendship to seafarers of all faiths, and those of none. The Flying Angel relocated to the Seafarers' Centre from its existing location, while Stella Maris' presence at the Centre complements the organisation's existing operation at its city centre location on Beresford Place.

Speaking at the official opening of the Centre, guest of honour, the Lord Mayor of Dublin Mayor Críona Ní Dhálaigh, who is also Honorary Admiral of Dublin Port, commented: "I commend Dublin Port for creating such a welcoming facility for the thousands of seafarers who visit our shores and make a valuable contribution to our city and society. It's wonderful to see the Catholic Apostleship of the Sea and the Anglican Mission to Seafarers working in tandem to continue their respective traditions of caring for seafarers, and providing these workers with a home from home."

Chief Executive of Dublin Port Company, Eamonn O'Reilly, said, "We are delighted to open Dublin Port's new purpose-built Seafarers' Centre. It means that Dublin Port can provide sailors working thousands of miles from home with a space to rest, socialise and connect with family and friends under the care of Stella Maris and The Flying Angel. The Centre is a fine example of sustainable development in practice at Dublin Port. Odlums is an iconic part of Dublin Port's industrial heritage, and that makes its opening particularly special."





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# Reviewing The Masterplan

Dublin Port Company recently announced the first review of its Masterplan 2012-2040, coinciding with the news that full trade figures for 2016 reveal increased cargo volumes of 6.3%, the fourth successive year of growth.

Dublin Port Company has announced the first review of its Masterplan 2012-2040, which opened at the end of January for public consultation. The review comes as full year trade figures show that Dublin Port's cargo volumes increased for the fourth successive year, growing by 6.3% to 34.9 million gross tonnes in 2016.

## Masterplan Review

Dublin Port's Masterplan 2012-2040, a framework to guide the future development and operation of Dublin Port, makes provision for periodic reviews. This ensures that the Masterplan reflects changing circumstances, such as developments in policies governing planning, national transport, the environment and the economy.

Since it was first published in 2012, there have been a number of significant developments which have prompted a review of the Masterplan now. These include:

- Sustained high levels of growth;
- Commencement of the Alexandra Basin Redevelopment (ABR) Project and other major port infrastructure projects;
- Policy developments at a national, regional and local level;
- International developments including Brexit and the possible introduction of customs and other security controls in Dublin Port.

## Public Consultation

A Consultation Paper has been prepared to help inform the public consultation, which runs until March 7, 2017. Dublin Port is inviting submissions from all those with

an interest in the future development of the Port. Public Information Days are taking place from 2-8pm in local community venues, where members of the public can meet with representatives from Dublin Port Company in person, learn more about the review and make their views known.

The Masterplan Review 2017 will be published in the summer to ensure that the Masterplan will continue to form the basis of future developments at Dublin Port, as trade volumes grow.

"Dublin Port's volumes are now 13% or 4 million gross tonnes higher than they were at the peak of the boom in 2007," revealed Eamonn O'Reilly, Chief Executive of Dublin Port Company. "When we originally launched our Masterplan five years ago, we assumed an average annual growth rate of 2.5% over the 30 years to 2040. We now believe we need to increase this growth assumption to 3.3%. Under this revised assumption, the Port's volumes would increase by 265% to 77 million gross tonnes over the 30 years to 2040."

The CEO argued that "it is prudent that we respond to changing circumstances as they impact on the Port's operations and capacity to grow. That is why we are reviewing our Masterplan." He encouraged people to take the opportunity to participate in the consultation.

"The focus of the review will be on how best we can use our lands to increase the throughput capacity of the Port," he continued. "DPC believes that the Port can be developed to cater for anticipated volumes through to 2040 within the Port's existing footprint and without significant major infill works. This will require the maximum utilisation of our brownfield sites and adjacent river berthage.



“The implementation of the next phase of the Masterplan will continue to focus on achieving proper planning and sustainable development through the continued redevelopment of the brownfield sites within Dublin Port’s existing footprint.”

Among the areas to be examined during the consultation are:

- The proposed development of a Unified Ferry Terminal for the Port’s main ferry operators incorporating all facilities required for the State, including immigration, customs, security and other border inspection functions;
- The proposed removal of non-core activities from the Port and the redevelopment of up to 22 hectares of lands;
- The proposed reduction over time of the 30 hectares of Port lands occupied by petroleum importation facilities;
- The proposed development and redevelopment of up to 43 hectares of Port lands on the Poolbeg Peninsula including 17 hectares within the Poolbeg West SDZ;
- The proposed development of the 44 hectare Dublin Inland Port adjacent to Dublin Airport to provide facilities for non-core but port-related activities.

## 2016 Trade Figures & Growth

Dublin Port’s volumes have increased by 25% in just four years, underpinning the need for the Company’s major capital investment programme to provide essential capacity for future growth. The growth is shown as follows:

Year	Growth
2013	+3.0%
2014	+7.0%
2015	+6.4%
2016	+6.3%
<b>2013 to 2016</b>	<b>+24.7%</b>

The 6.3% increase in overall volumes in 2016 was relatively evenly spread between imports (which were up +6.1%) and exports (+6.7%).

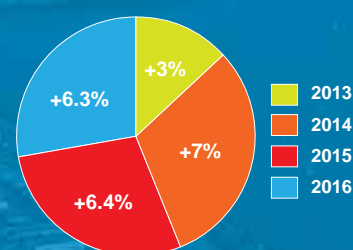
Gross tonnes	2016	2015	%
Imports	20.7m	19.6m	6.1%
Exports	14.2m	13.3m	6.7%
<b>Total</b>	<b>34.9m</b>	<b>32.9m</b>	<b>6.3%</b>

There was strong growth in the unitised freight modes, with Ro-Ro ahead by +7.6% to 944,531 units in the year. Lo-Lo grew even more strongly at +8.1% to 663,732 TEU.

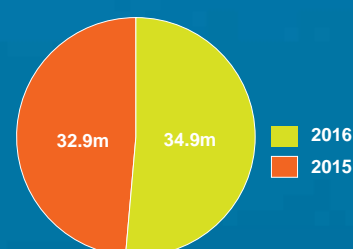
New trade vehicles through Dublin Port increased by +2.0% to 104,185 in the year.

Finally, on the passenger side of Dublin Port’s business, ferry passenger numbers grew by +0.9% to 1.8 million.

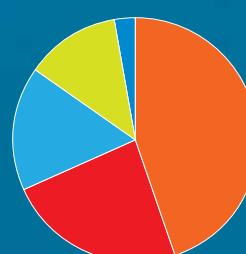
	2016	2015	%
Ro-Ro units	944,531	877,826	7.6%
Lo-Lo TEU	663,732	613,864	8.1%
Trade vehicles	104,185	102,149	2.0%
Passengers	1,814,089	1,797,691	0.9%
Tourist vehicles	505,482	500,628	1.0%



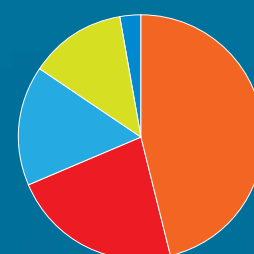
% Growth 2013 - 2016



Total imports & exports  
2015 - 2016



Passenger numbers 2016



Passenger numbers 2015



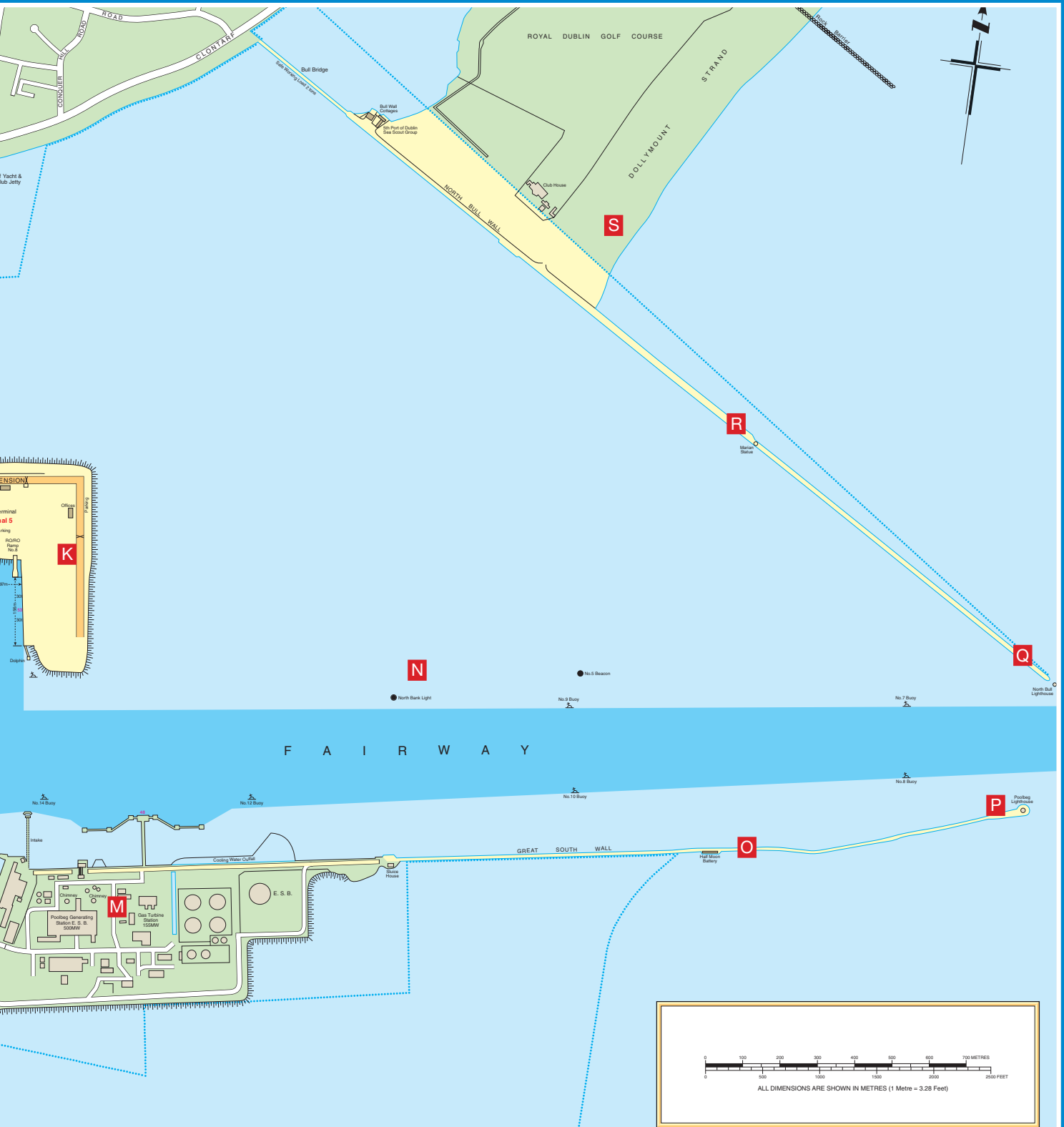
# Map of Dublin Port

Dublin Port is a 260 hectare area spanning both North and South banks of the River Liffey.





- |  |   |                                |
|--|---|--------------------------------|
| <b>A</b> Dublin Port Company HQ        | <b>H</b> DFT                              | <b>O</b> Great South Wall      |
| <b>B</b> Graving Dock                  | <b>I</b> Terminal 2: RoRo - Stena Line    | <b>P</b> Poolbeg Lighthouse    |
| <b>C</b> Terminal 3: RoRo - P&O        | <b>J</b> Terminal 1: RoRo - Irish Ferries | <b>Q</b> North Bull Lighthouse |
| <b>D</b> Dry Bulk Area                 | <b>K</b> Terminal 5: RoRo - Seatruck      | <b>R</b> North Bull Wall       |
| <b>E</b> North Wall Lighthouse         | <b>L</b> LoLo Marine Terminals            | <b>S</b> Bull Island           |
| <b>F</b> Ocean Pier West: Cruise Ships | <b>M</b> ESB Chimneys                     |                                |
| <b>G</b> Alexandra Quay West: LoLo     | <b>N</b> North Bank Lighthouse            |                                |



# Port Facilities & Services

## Dublin Port Company (under the Harbours Act, 1996) vested on the 3rd March 1997.

### Limits of Dublin Port

Under the 1996 Harbours Act, the limits of Dublin Port consist of the waters of the River Liffey commencing from Matt Talbot Memorial Bridge and extending to an imaginary straight line drawn from the Baily Lighthouse on the north in the County of Dublin and extending through the North Burford Buoy and thence through the South Burford Buoy and thence to Sorrento Point on the south, including all bays, creeks, harbours and all tidal docks within such area.

### Anchorage

For information on anchoring positions please refer to the admiralty chart No. 1415.

Anchorage is position 53°n 21, 6°w 12, sand over stiff marl. This anchorage is very exposed and a vessel should be prepared to leave at the first sign of a shift of Wind E.

### Approach and berthage

The approach to the harbour of Dublin is well lit and of easy access. There is a channel across the Bar which is 7.8m below LAT. Vessels drawing up to 10m can enter the port at high water of normal tides. Vessels drawing up to 6.8m can enter at any state of tide.

Vessels proceeding to the Dublin Bay Buoy, which is a Roundabout Buoy to be passed on the vessel's port side, should proceed through the Traffic Separation Scheme, which was introduced during 1997. The scheme comprises of two elements, an inward lane and outward lane at North Burford and South Burford. For larger craft, this is the only access to Dublin Port.

### Tides

Mean H.W. Springs Dublin Bar 4.1m. Mean H.W. Neaps, 3.4m. Prevailing winds are S.W.

All depths refer to chart datum. This datum is referred to as C.D. and is 2.51m below Ordnance Datum Malin Head.

### Verification of depths

Verification of depths in the port should be obtained from Port Operations, Eastern Breakwater Road, Dublin 1.  
Tel: (01) 887 6028/887 6033.

### Pilotage

Dublin Port Company is the pilotage authority for the Dublin Pilotage District. The limits of the compulsory Pilotage District are the waters of the River Liffey below Matt Talbot Memorial Bridge and so much of the sea westward of the sixth meridian West longitude as lies between the parallels of latitude passing through the Baily Lighthouse on the North and through Sorrento Point on the South, including all bays, creeks and harbours and all tidal and enclosed docks within such area. The pilotage service is based in the Port Operations building, situated on the Eastern Breakwater Road, and is operated by direct boarding fast cutters each capable of speeds up to 20 knots. Dublin Port V.T.S. operates VHF channel 12.

To request a Pilot, contact Dublin Port Company shipping desk at Tel: (01) 887 6028/887 6033.

### Towage

Dublin Port Company operates two tugs with twin Voith propellers and are 50 tonne bollard pull. The tugs also have a fire fighting capacity.

To request towage, contact Dublin Port Company shipping desk at Tel: (01) 887 6028/887 6033 or VHF channel 12.

### Stevedoring

Eight private companies are licensed by Dublin Port Company to provide stevedoring services in the port.

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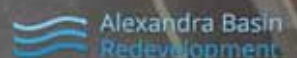


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# Ro Ro Terminals

Terminal	Operator	Berth Details	Facility Details	Contact Details
<b>T1</b>	Irish Ferries	Berth No.49 Length 213m Depth at L.A.T. 11m standard	No. 5 ramp Two Tier Ramp <b>Upper Deck</b> Length of Shore Ramp 43m Width of Shore Ramp 10.8m Maximum Vehicle Load 40 tonnes <b>Lower Deck</b> Length of Shore Ramp 40m Width of Shore Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 607 5700 www.irishferries.com
<b>T1</b>	Irish Ferries	Berth No. 51A Length 190m Depth at L.A.T. 8m standard	No. 9 ramp Single Tier Ramp Length of Shore Ramp 45m Width of Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 607 5700 www.irishferries.com
<b>T1</b>	Isle of Man Steam Packet Company	Details as above	Details as above	00 44 8722 992992* www.steam-packet.com
<b>T2</b>	Stena Line	Berth No. 51 Length 205m Depth at L.A.T. 8m standard	Ramp No. 1 Two Tier Ramp <b>Upper Deck</b> Length of Shore Ramp 49m Width of Shore Ramp 12m Maximum Vehicle Load 40 tonnes <b>Lower Deck</b> Length of Shore Ramp 46m Width of Shore Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 907 5555 www.stenaline.ie
<b>T3</b>	P&O Ferries	Berth No. 21 Length 238m Depth at L.A.T. 7m standard	Ramp No. 6 Single Tier Ramp Length of Shore Ramp 41m Width of Shore Ramp 20m at ship end Maximum Vehicle Load 180 tonnes	+353 1 876 2345 www.poferries.com

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T4	P&O Ferries	Berth No. 25 Length 290m Depth at L.A.T. 7.7m Standard Depth	Ramp No. 4 Double Tier Ramp <b>Upper Deck</b> Length of Shore Ramp 41.5m Width of Shore Ramp 10.5m Maximum Vehicle Load 40 tonnes <b>Lower Deck</b> Length of Shore Ramp 46m Width of Shore Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 876 2345 www.poferries.com
T5	Seatruck Ferries	Berth No. 52 Length 200m Depth at L.A.T. 8m Standard Depth	Ramp No. 7 Single Tier Ramp Length of Shore Ramp 35m Width of Shore Ramp 20m at ship end Maximum Vehicle Load 180 tonnes	+353 1 823 0492 www.seatruckferries.com
T5	Seatruck Ferries	Berth No. 53 Length 156m Depth at L.A.T. 5.9m Standard Depth	Ramp No. 8 Single Tier Ramp Length of Shore Ramp 60m Width of Shore Ramp 30m at ship end Maximum Vehicle Load 220 tonnes	+353 1 823 0492 www.seatruckferries.com
Ocean Pier	CLdN ro ro SA	Berth No. 36/37 Length 200m Depth at L.A.T. 10.3m Standard Depth	Ramp No. 2 Single Tier Ramp Length of Shore Ramp 60m floating Linkspan Width of Shore Ramp 31m Maximum Vehicle Load 200 tonnes	+353 1 856 1608 www.cldn.com

Actual depths for all berths will be less than standard depths and these latest sounded depths are available from the Harbour Masters office



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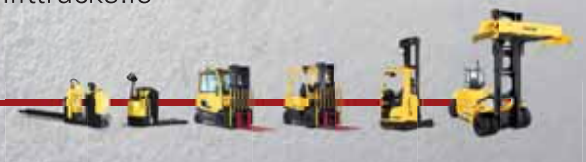
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# Lo Lo Terminals

Terminal	Operator	Berth Details	Facility Details	Contact Details
<b>Dublin Ferryport Terminals</b>	DFT	Berth No's 50 & 50A Total Berth Lengths 580m Depth at L.A.T. 9.00-11.00m standard	Cranes 3 x 40 tonnes STS gantry cranes Secondary Handling equipment 8 x 40 tonnes RTG cranes 1x 45 tonnes Reachstacker 4 x 18 tonne Empty Container Handlers 250 Reefer points	+353 1 607 5700 info@dft.ie
<b>Marine Terminals Ltd</b>	MTL	Berth No's 41,42,43,44,45 Total Berth Lengths 700m Depth at L.A.T. 8.50-11.00m standard	Cranes 3 x 45 tonne Ship to Shore Gantry Second-handling equipment 4 x 40 tonne RMG Reefer Points 300	+353 1 618 5417 www.peelports.com
<b>Ocean Pier</b>	Doyle Shipping Group	Berth No.'s 32,33,38,39,40 Total Berth Length 900m Depth at L.A.T. 10m	Cranes 1 x STS 45 Ton Panamax Capacity 2 x 400 mobile (104 tonnes SWL) 3 x 250 mobile (65 tonnes SWL) 7 x 250 tonnes RTG's Second-handling equipment 3 Kalmar reachstackers 20 tugmasters 11 Novatech Flexmasters Reefer points 300 Warehousing 300,000sq feet	+353 1 836 5736 www.doyleshipping.ie



# Bulk

Terminal	Operator	Berth Details	Facility Details	Contact Details
Ocean Pier Dry Bulk/ Break Bulk	Common User	Berth No's 29,30,31,32,33,34	Cranes 2 x 400 mobile (104 tonnes SWL) 3 x 250 mobile (65 tonnes SWL)	+353 1 887 6000 www.dublinport.ie
South Bank Quay	Common User	Berth 46 & 47	Cranes 2 x 250 mobile	+353 1 887 6000 www.dublinport.ie
Liquid Bulk	Common User	Berths 4 oil jetties	30 Hectare oil zone storage capacity 330,000 tonnes facilities for handling oil products, bitumen, chemicals and liquid petroleum gases linked to a common user pipe line system.	+353 1 887 6000 www.dublinport.ie
Alexandra Basin East	Common User	Berths 29,30 & 31		+353 1 887 6000 www.dublinport.ie



# Cruise

Terminal	Operator	Berth Details	Facility Details	Contact Details
Cruise Tourism	Various	Berths 18,33,36/37, 35,38,39,40 Smaller vessels can berth up river close to the city		+353 1 887 6000 www.dublinport.ie





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# Ro Ro Schedule

## Irish Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Ulysses</b> (Passenger & Freight) <b>Tel:</b> +353 1 607 5700	Holyhead	2	05.55 17.25	08.05 20.55	Terminal 1
<b>Swift</b> (Passenger) <b>Tel:</b> +353 818 300 400	Holyhead	2	13.40 19.15	14.30 08.45*	Terminal 1
<b>Epsilon</b> (Passenger & Freight) <b>Tel:</b> +353 1 607 5700	Holyhead	2	11.30 (Tue-Sat) 23.15 (Tue-Fri)	14.15 (Tue-Fri) 01.55*(Tue-Sat)	Terminal 1
	Cherbourg		11.00 (Mon)	15.30 (Sat)	Terminal 1

## Stena Line

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Stena Superfast X</b> (Passengers & Freight) <b>Tel:</b> +353 1 907 5555	Holyhead	2	12.10 23.45	02.15 15.10	Terminal 2
<b>Stena Adventurer</b> (Passengers & Freight) <b>Tel:</b> +353 1 907 5555		2	05.45 17.05	08.20 20.40	

## P&O Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Cruise Ferry</b> (Freight) <b>Tel:</b> + 353 1 876 2345 (Passengers) <b>Tel:</b> +353 1 407 3434	Liverpool	3	05.15 10.30 17.30	09.15 15.00 21.30	Terminal 3

### \* Next Day Sailing

- Terminals 1 & 2    Ferryport, Alexandra Road, Dublin 1
- Terminal 3        North Wall Extension, East Wall Road, Dublin 1
- Terminal 4        Alexandra Road, Dublin 1
- Terminal 5        Alexandra Road Extension, Dublin 1
- Ocean Pier        Branch Road North, Alexandra Road, Dublin 1

The above schedules are subject to change and should be checked with the ferry company at the time of booking.





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IRISH FERRIES

# Ro Ro Schedule

## Isle of Man Steam Packet Company

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Fast Craft</b> <b>Tel:</b> 00 44 8722 992992*  (* Calls to this number are charged at 11 pence per minute, plus your telephone company's access charge.)	Douglas		Seasonal	Seasonal	Terminal 1

## Seatruck Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Cruise Ferry (Freight)</b> <b>Tel:</b> +353 1 823 0492	Liverpool	Up to 4 Daily	03.00 (Tue - Sat) 05.30 (Daily) 13.00 (Wed/Thu) 17.00 (Tue - Sat)	06.00 (Wed - Fri) 09.30 (Tue - Sat) 16.00 (Tue - Thu) 19.00 (Mon Only) 21.00 (Daily)	Terminal 5
	Heysham		11.00 (Tue - Sat ) 16.45 (Sun Only)	14.00 (Mon - Sat)	Terminal 5

## CLdN ro ro SA

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>ConRo Ferry</b>	Zeebrugge	1 Thursday	12.00	18.00	Ocean Pier
	Zeebrugge	1 Saturday	10.00	16.00	Ocean Pier
	Zeebrugge	1 Sunday	19.00	23.59	Ocean Pier
	Zeebrugge	1 Monday	13.00	19.30	Ocean Pier
	Rotterdam	1 Thursday	19.00	14.00*	Ocean Pier
	Rotterdam	1 Sunday	11.00	17.30	Ocean Pier
	Rotterdam	1 Monday (Lo Lo Only)	12.00	20.00*	Ocean Pier

**\* Next Day Sailing**

- Terminals 1 & 2    Ferryport, Alexandra Road, Dublin 1
- Terminal 3        North Wall Extension, East Wall Road, Dublin 1
- Terminal 4        Alexandra Road, Dublin 1
- Terminal 5        Alexandra Road Extension, Dublin 1
- Ocean Pier        Branch Road North, Alexandra Road, Dublin 1

The above schedules are subject to change and should be checked with the ferry company at the time of booking.





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# Lo Lo Schedule

## European

Country	Port	Frequency	Agent	Line	Contact Details
<b>Belgium</b>	Antwerp	2 sailings weekly		BG Freight Line	+353 1 803 8700
		2 sailings weekly		Eucon	+353 1 607 5555
		1 sailing weekly		MSC	+353 1 294 8704
		1 sailing weekly		DFDS	+353 1 812 9420
<b>Cyprus</b>	Limassol	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
<b>Greece</b>	Piraeus	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
<b>Italy</b>	Genoa (Exports Only)	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Salerno	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
<b>Netherlands</b>	Rotterdam	4 sailings weekly	Doyle Shipping Group	Eucon	+353 1 607 5555
		2 sailings weekly		X-Press CL	+353 1 819 2600
		4 sailings weekly		Samskip/DFDS	+353 1 631 0900
		4 sailings weekly		BG Freight Line	+353 1 803 8700
		1 sailing weekly	Seabridge Liner Agencies	Cosco	+353 1 678 7398
<b>Portugal</b>	Leixoes	1 sailing weekly	MacAndrews (Ireland) Ltd	MacAndrews & Co. Ltd	+353 1 855 2644
		1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Setubal	1 sailing weekly	MacAndrews (Ireland) Ltd	MacAndrews & Co. Ltd	+353 1 855 2644
<b>Spain</b>	Algeciras	1 sailing weekly	MacAndrews (Ireland) Ltd	MacAndrews & Co. Ltd	+353 1 855 2644
	Barcelona (Exports Only)	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Bilbao	1 sailing weekly	MacAndrews (Ireland) Ltd	MacAndrews & Co. Ltd	+353 1 855 2644
	Castellon	1 sailing weekly	Jenkinson Agencies	DFDS	+353 1 812 9420
		1 sailing weekly		Borchard Lines	+353 1 816 3500
<b>Turkey</b>	Mersin	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Izmir	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Istanbul	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500

## Irish Sea

Country	Port	Frequency	Agent	Line	Contact Details
<b>UK</b>	Cardiff	1 sailing weekly	Connect Logistics	Cronus Logistics	+353 1 899 1588
<b>UK</b>	Liverpool	2 sailings weekly	MacAndrews (Ireland) Ltd	BG Freight Line	+353 1 803 8700
		2 sailings weekly		Mac Andrews & Co. Ltd	+353 1 855 2644
<b>UK</b>	Southampton	1 sailing weekly	Doyle Shipping Group	X-Press CL	+353 1 819 2600
	Greenock	1 sailing weekly	Doyle Shipping Group	X-Press CL	+353 1 819 2600
<b>UK</b>	Felixstowe	1 sailing weekly		BG Freight Line	+353 1 803 8700

## Non-European

Country	Port	Frequency	Agent	Line	Contact Details
<b>Lebanon</b>	Beruit	1 sailing weekly	Jenkinson Agencies	Gracechurch Container Lines	+353 1 816 3500
<b>Egypt</b>	Alexandria	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
<b>Israel</b>	Haifa	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Ashdod	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500





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# Passenger Schedule

## Irish Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Ulysses</b> (Passenger & Freight) Tel: +353 818 300 400	Holyhead	2	05.55 17.25	08.05 20.55	Terminal 1
<b>Swift</b> (Passengers) Tel: +353 818 300 400	Holyhead	2	13.40 19.15	14.30 08.45*	Terminal 1
<b>Epsilon</b> (Passenger & Freight) Tel: +353 818 300 400	Holyhead	2	11.30 (Tue-Sat) 23.15 (Tue-Fri)	14.15 01.55	Terminal 1
<b>Epsilon</b> (Passenger & Freight) Tel: +353 818 300 400	Cherbourg	1	11.00 (Monday)	15.30	Terminal 1

## Stena Line

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Stena Superfast X</b> (Passenger & Freight) Tel: +353 1 907 5555	Holyhead	2	12.10 23.45	02.15 15.10	Terminal 2
<b>Stena Adventurer</b> (Passenger & Freight) Tel: +353 1 907 5555		2	05.45 17.05	08.20 20.40	

## P&O Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Cruise Ferry</b> (Passenger & Freight) Tel: +353 1 407 3434	Liverpool	3	05.15 10.30 17.30	09.15 15.00 21.30	Terminal 3

## Isle of Man Steam Packet Company

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Fast Craft</b> Tel: 0044 8722 992 992**	Douglas		Seasonal	Seasonal	Terminal 1

**\* Next Day Sailing**

- Terminals 1 & 2    Ferryport, Alexandra Road, Dublin 1
- Terminal 3        North Wall Extension, East Wall Road, Dublin 1
- Terminal 4        Alexandra Road, Dublin 1
- Terminal 5        Alexandra Road Extension, Dublin 1
- Ocean Pier        Branch Road North, Alexandra Road, Dublin 1

The above schedules are subject to change and should be checked with the ferry company at the time of booking.

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# Tide Tables

## Dublin (North Wall)

### JANUARY 2017

		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
Date		Time	m	Time	m	Time	m	Time	m
C	1 Su	01:06	3.83	13:21	4.06	06:36	0.95	19:03	0.82
	2 M	01:48	3.82	14:04	4.05	07:18	0.98	19:47	0.81
	3 Tu	02:33	3.79	14:50	4.01	08:03	1.04	20:35	0.83
	4 W	03:22	3.74	15:39	3.95	08:54	1.12	21:27	0.89
	5 Th	04:16	3.67	16:33	3.88	09:51	1.22	22:26	0.97
	6 F	05:16	3.62	17:31	3.81	10:54	1.29	23:31	1.04
	7 Sa	06:23	3.61	18:37	3.77			12:04	1.31
@	8 Su	07:32	3.68	19:47	3.80	00:42	1.06	13:15	1.24
	9 M	08:37	3.82	20:54	3.89	01:51	1.00	14:21	1.08
	10 Tu	09:36	3.99	21:55	4.00	02:54	0.88	15:21	0.87
	11 W	10:28	4.14	22:50	4.09	03:48	0.74	16:14	0.65
	12 Th	11:16	4.26	23:39	4.13	04:36	0.64	17:02	0.49
	13 F			12:00	4.31	05:19	0.59	17:48	0.39
	14 Sa	00:24	4.11	12:43	4.31	06:00	0.61	18:32	0.38
W	15 Su	01:08	4.03	13:27	4.25	06:42	0.68	19:16	0.45
	16 M	01:52	3.92	14:11	4.15	07:25	0.80	20:02	0.58
	17 Tu	02:39	3.78	14:57	4.01	08:11	0.96	20:50	0.75
	18 W	03:27	3.64	15:47	3.84	09:01	1.13	21:39	0.96
	19 Th	04:21	3.50	16:42	3.66	09:56	1.32	22:33	1.17
	20 F	05:20	3.39	17:45	3.49	10:54	1.48	23:30	1.35
	21 Sa	06:24	3.34	18:51	3.39	11:59	1.59		
O	22 Su	07:26	3.37	19:54	3.37	00:34	1.47	13:09	1.61
	23 M	08:24	3.47	20:52	3.42	01:45	1.48	14:21	1.52
	24 Tu	09:15	3.60	21:43	3.51	02:46	1.39	15:15	1.37
	25 W	10:00	3.74	22:27	3.61	03:32	1.26	15:56	1.21
	26 Th	10:39	3.86	23:04	3.70	04:08	1.12	16:30	1.04
	27 F	11:13	3.96	23:36	3.78	04:39	0.99	17:00	0.89
	28 Sa	11:45	4.04			05:09	0.87	17:30	0.74
	29 Su	00:09	3.85	12:19	4.11	05:40	0.77	18:03	0.62
	30 M	00:43	3.90	12:57	4.15	06:15	0.70	18:41	0.55
	31 Tu	01:23	3.93	13:39	4.17	06:55	0.69	19:23	0.53

### MARCH 2017

		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
Date		Time	m	Time	m	Time	m	Time	m
C	1 W	00:57	4.04	13:15	4.24	06:33	0.39	18:59	0.29
	2 Th	01:39	4.02	14:01	4.20	07:16	0.43	19:45	0.39
	3 F	02:26	3.96	14:50	4.09	08:05	0.55	20:36	0.58
	4 Sa	03:16	3.84	15:44	3.93	09:00	0.73	21:31	0.81
	5 Su	04:13	3.69	16:45	3.73	10:03	0.93	22:36	1.07
	6 M	05:22	3.54	18:00	3.56	11:17	1.10	23:51	1.26
	7 Tu	06:46	3.49	19:25	3.50			12:38	1.16
@	8 W	08:06	3.57	20:42	3.56	01:18	1.31	13:58	1.06
	9 Th	09:15	3.73	21:48	3.68	02:33	1.19	15:04	0.86
	10 F	10:12	3.90	22:42	3.79	03:31	0.99	15:56	0.64
	11 Sa	11:01	4.02	23:24	3.84	04:16	0.80	16:39	0.48
	12 Su	11:42	4.07	23:59	3.84	04:56	0.67	17:19	0.40
	13 M			12:14	4.06	05:31	0.58	17:55	0.39
	14 Tu	00:25	3.81	12:43	4.02	06:05	0.56	18:30	0.45
W	15 W	00:54	3.79	13:15	3.95	06:39	0.58	19:05	0.55
	16 Th	01:27	3.75	13:51	3.86	07:14	0.65	19:40	0.68
	17 F	02:04	3.70	14:31	3.73	07:52	0.77	20:18	0.86
	18 Sa	02:43	3.60	15:13	3.56	08:34	0.93	21:00	1.06
	19 Su	03:27	3.47	16:01	3.36	09:22	1.13	21:48	1.29
	20 M	04:18	3.30	17:03	3.16	10:22	1.33	22:51	1.50
	21 Tu	05:25	3.16	18:27	3.06	11:33	1.47		
O	22 W	06:53	3.13	19:42	3.11	00:03	1.61	12:45	1.47
	23 Th	08:01	3.24	20:43	3.27	01:16	1.57	13:53	1.32
	24 F	08:56	3.43	21:32	3.47	02:21	1.37	14:47	1.07
	25 Sa	09:39	3.65	22:11	3.67	03:08	1.11	15:27	0.79
	26 Su	11:18	3.86	23:45	3.84	04:44	0.83	17:02	0.51
	27 M	11:53	4.05			05:18	0.57	17:37	0.29
	28 Tu	00:17	3.99	12:30	4.19	05:54	0.36	18:15	0.15
	29 W	00:52	4.09	13:10	4.27	06:31	0.23	18:54	0.10
	30 Th	01:31	4.13	13:54	4.27	07:12	0.19	19:36	0.17
	31 F	02:15	4.11	14:41	4.20	07:57	0.25	20:24	0.34

### FEBRUARY 2017

		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
Date		Time	m	Time	m	Time	m	Time	m
C	1 W	02:06	3.92	14:25	4.14	07:39	0.73	20:09	0.58
	2 Th	02:54	3.87	15:13	4.07	08:28	0.82	21:00	0.68
	3 F	03:45	3.78	16:06	3.95	09:22	0.95	21:56	0.85
	4 Sa	04:42	3.66	17:04	3.80	10:24	1.10	22:59	1.03
	5 Su	05:48	3.57	18:13	3.68	11:35	1.21		
	6 M	07:06	3.56	19:32	3.63	00:13	1.16	12:53	1.23
	7 Tu	08:20	3.67	20:47	3.69	01:33	1.18	14:09	1.12
@	8 W	09:25	3.83	21:52	3.80	02:44	1.07	15:14	0.90
	9 Th	10:21	4.00	22:47	3.91	03:42	0.90	16:08	0.67
	10 F	11:10	4.13	23:33	3.96	04:29	0.75	16:54	0.49
	11 Sa	11:52	4.20			05:09	0.64	17:36	0.38
	12 Su	00:13	3.96	12:30	4.20	05:48	0.59	18:15	0.36
	13 M	00:48	3.91	13:05	4.16	06:24	0.60	18:54	0.41
	14 Tu	01:23	3.84	13:42	4.07	07:02	0.66	19:34	0.53
W	15 W	02:01	3.76	14:22	3.95	07:42	0.77	20:15	0.69
	16 Th	02:42	3.65	15:06	3.79	08:25	0.92	20:58	0.89
	17 F	03:26	3.53	15:52	3.60	09:13	1.10	21:45	1.11
	18 Sa	04:15	3.39	16:47	3.39	10:08	1.30	22:39	1.34
	19 Su	05:18	3.26	17:59	3.22	11:10	1.48	23:41	1.52
	20 M	06:34	3.20	19:13	3.16			12:18	1.58
	21 Tu	07:42	3.26	20:18	3.22	00:50	1.60	13:32	1.54
O	22 W	08:41	3.39	21:15	3.35	02:04	1.52	14:40	1.38
	23 Th	09:30	3.57	22:01	3.51	03:02	1.34	15:26	1.16
	24 F	10:12	3.74	22:40	3.67	03:42	1.12	16:01	0.92
	25 Sa	10:48	3.90	23:12	3.80	04:15	0.90	16:33	0.69
	26 Su	11:21	4.04	23:44	3.91	04:45	0.70	17:04	0.49
	27 M	11:55	4.15			05:18	0.53	17:39	0.34
	28 Tu	00:18	4.00	12:33	4.22	05:53	0.42	18:17	0.27

### APRIL 2017

Date			High Water				Low Water			
			Morning		Afternoon		Morning		Afternoon	
			Time	m	Time	m	Time	m	Time	m
C	1	Sa	03:02	4.03	15:33	4.07	08:48	0.40	21:15	0.58
	2	Su	03:54	3.90	16:30	3.87	09:46	0.60	22:13	0.85
	3	M	04:53	3.73	17:36	3.66	10:52	0.81	23:19	1.13
	4	Tu	06:06	3.57	18:56	3.50			12:05	0.98
	5	W	07:30	3.51	20:17	3.46	00:33	1.32	13:24	1.05
	6	Th	08:48	3.57	21:32	3.52	01:58	1.37	14:42	0.98
	7	F	09:58	3.71	22:35	3.64	03:15	1.26	15:45	0.82
@	8	Sa	10:56	3.85	23:26	3.73	04:12	1.07	16:36	0.66
	9	Su	11:44	3.93			04:57	0.89	17:19	0.55
	10	M	00:07	3.77	12:24	3.96	05:36	0.75	17:57	0.50
	11	Tu	00:39	3.77	12:55	3.93	06:12	0.66	18:33	0.51
	12	W	01:01	3.76	13:21	3.89	06:45	0.62	19:05	0.56
	13	Th	01:27	3.77	13:51	3.84	07:18	0.63	19:36	0.64
	14	F	01:59	3.77	14:26	3.77	07:51	0.68	20:09	0.75
W	15	Sa	02:34	3.75	15:04	3.67	08:25	0.76	20:43	0.88
	16	Su	03:12	3.68	15:45	3.54	09:03	0.88	21:21	1.05
	17	M	03:55	3.57	16:31	3.38	09:47	1.04	22:07	1.24
	18	Tu	04:42	3.42	17:25	3.22	10:41	1.20	23:04	1.43
	19	W	05:39	3.26	18:35	3.10	11:49	1.33		
	20	Th	06:51	3.18	19:57	3.12	00:18	1.56	13:01	1.34
	21	F	08:09	3.24	21:03	3.26	01:30	1.54	14:07	1.22
O	22	Sa	09:11	3.41	21:54	3.47	02:34	1.37	15:03	0.99
	23	Su	10:00	3.64	22:36	3.69	03:27	1.11	15:50	0.71
	24	M	10:44	3.87	23:14	3.89	04:10	0.82	16:31	0.44
	25	Tu	11:25	4.07	23:51	4.05	04:49	0.54	17:11	0.23
	26	W			12:06	4.22	05:29	0.32	17:51	0.11
	27	Th	00:29	4.16	12:50	4.29	06:10	0.18	18:33	0.10
	28	F	01:10	4.21	13:36	4.28	06:54	0.15	19:18	0.20
	29	Sa	01:56	4.19	14:27	4.19	07:42	0.21	20:06	0.39
	30	Su	02:45	4.11	15:21	4.04	08:36	0.35	21:00	0.64



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**TOYOTA**

MATERIAL HANDLING

# Tide Tables

## Dublin (North Wall)

MAY 2017

Date		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
		Time	m	Time	m	Time	m	Time	m
C	1 M	03:39	3.98	16:21	3.85	09:36	0.54	21:58	0.91
	2 Tu	04:41	3.82	17:30	3.66	10:42	0.72	23:03	1.16
	3 W	05:54	3.69	18:44	3.52	11:51	0.87		
	4 Th	07:11	3.62	19:58	3.48	00:12	1.34	13:03	0.95
	5 F	08:24	3.64	21:09	3.52	01:30	1.40	14:15	0.94
	6 Sa	09:32	3.72	22:10	3.60	02:43	1.33	15:18	0.87
@	7 Su	10:30	3.80	23:00	3.68	03:43	1.19	16:10	0.78
	8 M	11:19	3.85	23:41	3.72	04:31	1.04	16:54	0.71
	9 Tu			12:00	3.86	05:12	0.91	17:33	0.69
	10 W	00:12	3.74	12:32	3.83	05:50	0.82	18:08	0.70
	11 Th	00:37	3.76	13:00	3.79	06:24	0.78	18:40	0.74
	12 F	01:04	3.79	13:30	3.75	06:57	0.78	19:11	0.79
W	13 Sa	01:35	3.81	14:04	3.71	07:30	0.81	19:42	0.86
	14 Su	02:09	3.81	14:41	3.65	08:02	0.85	20:15	0.95
	15 M	02:48	3.77	15:21	3.57	08:39	0.92	20:53	1.06
	16 Tu	03:30	3.69	16:06	3.46	09:21	1.01	21:38	1.19
	17 W	04:18	3.58	16:57	3.35	10:11	1.10	22:30	1.33
	18 Th	05:09	3.47	17:55	3.26	11:10	1.17	23:33	1.43
O	19 F	06:09	3.39	19:03	3.25			12:17	1.19
	20 Sa	07:16	3.40	20:10	3.34	00:42	1.44	13:22	1.10
	21 Su	08:21	3.51	21:09	3.51	01:47	1.34	14:21	0.93
	22 M	09:18	3.70	21:58	3.72	02:44	1.13	15:14	0.71
	23 Tu	10:10	3.90	22:43	3.92	03:35	0.88	16:02	0.50
	24 W	10:59	4.08	23:27	4.08	04:21	0.62	16:48	0.32
	25 Th	11:47	4.21			05:07	0.41	17:32	0.23
	26 F	00:10	4.20	12:35	4.27	05:53	0.27	18:16	0.23
	27 Sa	00:55	4.25	13:24	4.25	06:41	0.22	19:03	0.32
	28 Su	01:42	4.25	14:16	4.17	07:31	0.26	19:51	0.49
	29 M	02:33	4.19	15:12	4.03	08:26	0.36	20:44	0.70
	30 Tu	03:27	4.08	16:11	3.86	09:25	0.50	21:41	0.93
	31 W	04:28	3.96	17:14	3.70	10:26	0.65	22:41	1.14

JULY 2017

Date		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
		Time	m	Time	m	Time	m	Time	m
C	1 Sa	06:08	3.77	18:48	3.47	11:58	0.96		
	2 Su	07:12	3.66	19:49	3.43	00:11	1.39	12:59	1.10
	3 M	08:16	3.59	20:48	3.46	01:15	1.47	14:03	1.19
	4 Tu	09:16	3.58	21:42	3.53	02:24	1.47	15:03	1.21
	5 W	10:11	3.60	22:30	3.63	03:29	1.39	15:57	1.18
	6 Th	10:58	3.63	23:11	3.73	04:22	1.28	16:41	1.13
	7 F	11:39	3.66	23:48	3.81	05:05	1.17	17:18	1.07
	8 Sa			12:16	3.68	05:42	1.08	17:53	1.01
@	9 Su	00:21	3.87	12:49	3.70	06:15	1.01	18:24	0.97
	10 M	00:52	3.92	13:22	3.71	06:45	0.95	18:53	0.94
	11 Tu	01:25	3.96	13:56	3.73	07:15	0.89	19:25	0.92
	12 W	02:03	3.98	14:34	3.74	07:50	0.85	20:03	0.92
	13 Th	02:44	3.98	15:16	3.73	08:30	0.82	20:45	0.95
	14 F	03:28	3.95	16:02	3.70	09:16	0.82	21:31	1.01
	15 Sa	04:15	3.91	16:51	3.65	10:06	0.84	22:23	1.08
W	16 Su	05:06	3.84	17:44	3.59	11:00	0.90	23:20	1.16
	17 M	06:02	3.77	18:44	3.55			12:00	0.96
	18 Tu	07:05	3.72	19:51	3.57	00:24	1.21	13:06	1.00
	19 W	08:15	3.73	20:58	3.67	01:32	1.20	14:14	0.98
	20 Th	09:23	3.80	22:00	3.84	02:41	1.09	15:18	0.90
	21 F	10:27	3.92	22:55	4.01	03:45	0.91	16:15	0.77
	22 Sa	11:23	4.03	23:45	4.17	04:42	0.69	17:07	0.65
O	23 Su			12:15	4.10	05:34	0.49	17:54	0.57
	24 M	00:31	4.27	13:03	4.11	06:22	0.36	18:37	0.54
	25 Tu	01:15	4.30	13:48	4.06	07:09	0.32	19:20	0.59
	26 W	02:00	4.27	14:34	3.96	07:56	0.35	20:03	0.68
	27 Th	02:45	4.19	15:21	3.84	08:43	0.46	20:50	0.82
	28 F	03:33	4.06	16:09	3.70	09:33	0.63	21:39	0.99
	29 Sa	04:24	3.90	17:00	3.56	10:24	0.82	22:32	1.17
C	30 Su	05:21	3.72	17:56	3.44	11:16	1.02	23:29	1.35
	31 M	06:24	3.55	18:57	3.36			12:12	1.22

JUNE 2017

Date		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
		Time	m	Time	m	Time	m	Time	m
C	1 Th	05:35	3.83	18:21	3.56	11:29	0.80	23:44	1.31
	2 F	06:45	3.73	19:28	3.49			12:35	0.92
	3 Sa	07:52	3.69	20:34	3.50	00:52	1.41	13:42	0.99
	4 Su	08:57	3.69	21:34	3.55	02:03	1.41	14:45	1.01
	5 M	09:56	3.72	22:25	3.62	03:08	1.34	15:39	0.98
	6 Tu	10:47	3.74	23:07	3.68	04:02	1.22	16:27	0.94
@	7 W	11:30	3.75	23:42	3.74	04:48	1.11	17:07	0.92
	8 Th			12:06	3.74	05:27	1.02	17:43	0.90
	9 F	00:12	3.79	12:39	3.72	06:03	0.97	18:16	0.91
	10 Sa	00:42	3.83	13:10	3.71	06:37	0.94	18:47	0.92
	11 Su	01:13	3.86	13:43	3.69	07:09	0.93	19:17	0.95
	12 M	01:48	3.87	14:19	3.67	07:40	0.93	19:50	0.98
W	13 Tu	02:26	3.86	14:59	3.64	08:15	0.94	20:27	1.03
	14 W	03:08	3.83	15:42	3.59	08:57	0.95	21:12	1.10
	15 Th	03:54	3.77	16:30	3.53	09:45	0.98	22:00	1.19
	16 F	04:43	3.70	17:22	3.47	10:37	1.01	22:56	1.26
	17 Sa	05:36	3.64	18:20	3.43	11:36	1.02	23:57	1.30
	18 Su	06:36	3.62	19:23	3.46			12:39	1.01
O	19 M	07:39	3.65	20:26	3.56	01:01	1.27	13:42	0.94
	20 Tu	08:42	3.75	21:24	3.72	02:05	1.16	14:41	0.81
	21 W	09:42	3.89	22:18	3.89	03:03	0.98	15:36	0.67
	22 Th	10:39	4.03	23:08	4.06	03:59	0.77	16:28	0.54
	23 F	11:33	4.15	23:56	4.19	04:51	0.57	17:17	0.44
	24 Sa			12:24	4.21	05:41	0.41	18:03	0.41
	25 Su	00:42	4.27	13:14	4.20	06:30	0.32	18:50	0.45
	26 M	01:30	4.29	14:04	4.13	07:21	0.30	19:36	0.56
	27 Tu	02:18	4.25	14:57	4.01	08:13	0.36	20:26	0.71
	28 W	03:10	4.16	15:51	3.86	09:07	0.48	21:18	0.89
	29 Th	04:06	4.04	16:47	3.71	10:03	0.62	22:12	1.08
	30 F	05:05	3.90	17:45	3.57	11:00	0.79	23:10	1.25

AUGUST 2017

			High Water				Low Water			
			Morning		Afternoon		Morning		Afternoon	
Date			Time	m	Time	m	Time	m	Time	m
@	1	Tu	07:31	3.44	20:00	3.36	00:30	1.49	13:12	1.37
	2	W	08:36	3.40	21:00	3.43	01:38	1.55	14:19	1.43
	3	Th	09:36	3.43	21:54	3.55	02:53	1.51	15:24	1.39
	4	F	10:29	3.50	22:42	3.69	03:57	1.38	16:15	1.29
	5	Sa	11:15	3.59	23:22	3.81	04:43	1.23	16:54	1.16
	6	Su	11:54	3.67	23:58	3.91	05:20	1.08	17:29	1.04
	7	M			12:27	3.73	05:51	0.94	17:59	0.93
	8	Tu	00:29	3.99	12:59	3.78	06:19	0.83	18:28	0.84
	9	W	01:01	4.05	13:31	3.83	06:48	0.72	19:00	0.77
	10	Th	01:36	4.10	14:07	3.86	07:23	0.65	19:36	0.74
	11	F	02:16	4.12	14:48	3.87	08:03	0.62	20:18	0.75
	12	Sa	03:00	4.10	15:33	3.84	08:47	0.64	21:03	0.81
W	13	Su	03:47	4.05	16:20	3.78	09:36	0.71	21:54	0.92
	14	M	04:37	3.95	17:12	3.69	10:30	0.84	22:51	1.05
	15	Tu	05:33	3.81	18:12	3.60	11:30	0.99	23:56	1.18
	16	W	06:39	3.68	19:24	3.56			12:39	1.13
	17	Th	07:57	3.63	20:39	3.62	01:11	1.24	13:54	1.18
	18	F	09:14	3.68	21:48	3.78	02:28	1.17	15:06	1.12
	19	Sa	10:21	3.80	22:47	3.98	03:39	0.97	16:09	0.96
O	20	Su	11:19	3.93	23:37	4.14	04:38	0.73	17:00	0.80
	21	M			12:09	4.01	05:28	0.51	17:44	0.67
	22	Tu	00:21	4.24	12:52	4.03	06:12	0.37	18:24	0.60
	23	W	01:00	4.27	13:30	3.99	06:54	0.32	19:02	0.59
	24	Th	01:38	4.24	14:08	3.92	07:34	0.37	19:40	0.65
	25	F	02:17	4.16	14:46	3.83	08:15	0.48	20:21	0.75
C	26	Sa	02:58	4.03	15:27	3.72	08:58	0.65	21:05	0.90
	27	Su	03:43	3.87	16:12	3.61	09:44	0.86	21:54	1.08
	28	M	04:32	3.68	17:01	3.48	10:33	1.08	22:48	1.28
	29	Tu	05:30	3.47	18:01	3.36	11:27	1.30	23:49	1.47
	30	W	06:44	3.30	19:12	3.30			12:26	1.49
	31	Th	07:58	3.23	20:21	3.33	00:56	1.58	13:33	1.59





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# Tide Tables

## Dublin (North Wall)

### SEPTEMBER 2017

Date	High Water				Low Water			
	Morning		Afternoon		Morning		Afternoon	
	Time	m	Time	m	Time	m	Time	m
1 F	09:04	3.28	21:21	3.46	02:12	1.57	14:46	1.55
2 Sa	10:03	3.41	22:13	3.63	03:28	1.43	15:46	1.40
3 Su	10:51	3.56	22:56	3.79	04:18	1.22	16:29	1.21
4 M	11:30	3.70	23:33	3.94	04:53	1.01	17:03	1.02
5 Tu			12:04	3.81	05:23	0.81	17:33	0.85
6 W	00:03	4.06	12:33	3.89	05:51	0.64	18:03	0.70
7 Th	00:35	4.15	13:05	3.96	06:21	0.50	18:35	0.59
8 F	01:10	4.22	13:40	4.01	06:56	0.42	19:11	0.54
9 Sa	01:49	4.24	14:20	4.01	07:35	0.42	19:52	0.56
10 Su	02:33	4.21	15:04	3.98	08:18	0.50	20:38	0.66
11 M	03:20	4.12	15:52	3.90	09:08	0.66	21:30	0.81
12 Tu	04:12	3.97	16:45	3.77	10:03	0.87	22:29	1.00
13 W	05:12	3.79	17:47	3.64	11:06	1.10	23:39	1.17
14 Th	06:24	3.61	19:04	3.57			12:19	1.29
15 F	07:51	3.54	20:27	3.63	00:59	1.25	13:40	1.36
16 Sa	09:11	3.62	21:38	3.79	02:21	1.17	14:57	1.27
17 Su	10:18	3.76	22:39	3.98	03:33	0.96	15:59	1.09
18 M	11:15	3.89	23:29	4.13	04:29	0.71	16:48	0.90
19 Tu			12:01	3.97	05:15	0.52	17:30	0.75
20 W	00:11	4.20	12:39	3.98	05:57	0.40	18:08	0.66
21 Th	00:46	4.21	13:11	3.95	06:35	0.38	18:43	0.63
22 F	01:17	4.17	13:41	3.91	07:11	0.44	19:18	0.66
23 Sa	01:51	4.09	14:15	3.86	07:47	0.56	19:55	0.73
24 Su	02:28	3.98	14:52	3.80	08:24	0.72	20:35	0.86
25 M	03:09	3.84	15:33	3.71	09:05	0.91	21:19	1.03
26 Tu	03:54	3.65	16:17	3.59	09:50	1.13	22:10	1.22
27 W	04:45	3.45	17:08	3.44	10:42	1.36	23:10	1.42
28 Th	05:54	3.25	18:16	3.32	11:44	1.57		
29 F	07:18	3.15	19:37	3.29	00:18	1.56	12:52	1.68
30 Sa	08:32	3.21	20:45	3.38	01:31	1.58	14:05	1.66

### OCTOBER 2017

Date	High Water				Low Water			
	Morning		Afternoon		Morning		Afternoon	
	Time	m	Time	m	Time	m	Time	m
1 Su	09:33	3.36	21:40	3.56	02:46	1.44	15:10	1.50
2 M	10:23	3.56	22:25	3.75	03:42	1.21	15:57	1.27
3 Tu	11:03	3.74	23:03	3.94	04:19	0.95	16:33	1.03
4 W	11:36	3.89	23:36	4.10	04:51	0.70	17:05	0.80
5 Th			12:06	4.01	05:22	0.49	17:36	0.61
6 F	00:09	4.24	12:38	4.11	05:55	0.34	18:11	0.47
7 Sa	00:45	4.32	13:14	4.16	06:31	0.28	18:48	0.41
8 Su	01:25	4.33	13:54	4.16	07:11	0.32	19:31	0.44
9 M	02:10	4.28	14:39	4.11	07:55	0.46	20:18	0.56
10 Tu	03:00	4.15	15:30	4.01	08:45	0.68	21:13	0.74
11 W	03:55	3.97	16:25	3.88	09:42	0.95	22:16	0.95
12 Th	05:00	3.76	17:30	3.74	10:48	1.21	23:29	1.12
13 F	06:19	3.59	18:51	3.66			12:03	1.41
14 Sa	07:45	3.55	20:11	3.70	00:48	1.19	13:24	1.47
15 Su	09:02	3.64	21:22	3.83	02:09	1.12	14:41	1.38
16 M	10:07	3.78	22:24	3.99	03:18	0.94	15:42	1.21
17 Tu	11:01	3.90	23:15	4.10	04:12	0.75	16:31	1.03
18 W	11:46	3.96	23:57	4.14	04:57	0.60	17:12	0.88
19 Th			12:23	3.97	05:37	0.53	17:51	0.78
20 F	00:31	4.13	12:51	3.95	06:14	0.53	18:26	0.74
21 Sa	01:00	4.08	13:18	3.94	06:48	0.60	19:00	0.75
22 Su	01:30	4.01	13:48	3.92	07:21	0.70	19:34	0.80
23 M	02:05	3.92	14:24	3.89	07:54	0.83	20:11	0.89
24 Tu	02:44	3.81	15:03	3.82	08:30	0.99	20:51	1.03
25 W	03:27	3.66	15:45	3.72	09:11	1.18	21:37	1.19
26 Th	04:14	3.48	16:31	3.58	10:00	1.39	22:32	1.36
27 F	05:12	3.30	17:27	3.43	11:00	1.59	23:38	1.50
28 Sa	06:30	3.19	18:39	3.34			12:11	1.72
29 Su	06:51	3.21	18:55	3.37	00:48	1.53	12:21	1.72
30 M	07:55	3.35	19:56	3.51	00:56	1.43	13:24	1.58
31 Tu	08:46	3.55	20:45	3.71	01:54	1.22	14:16	1.36

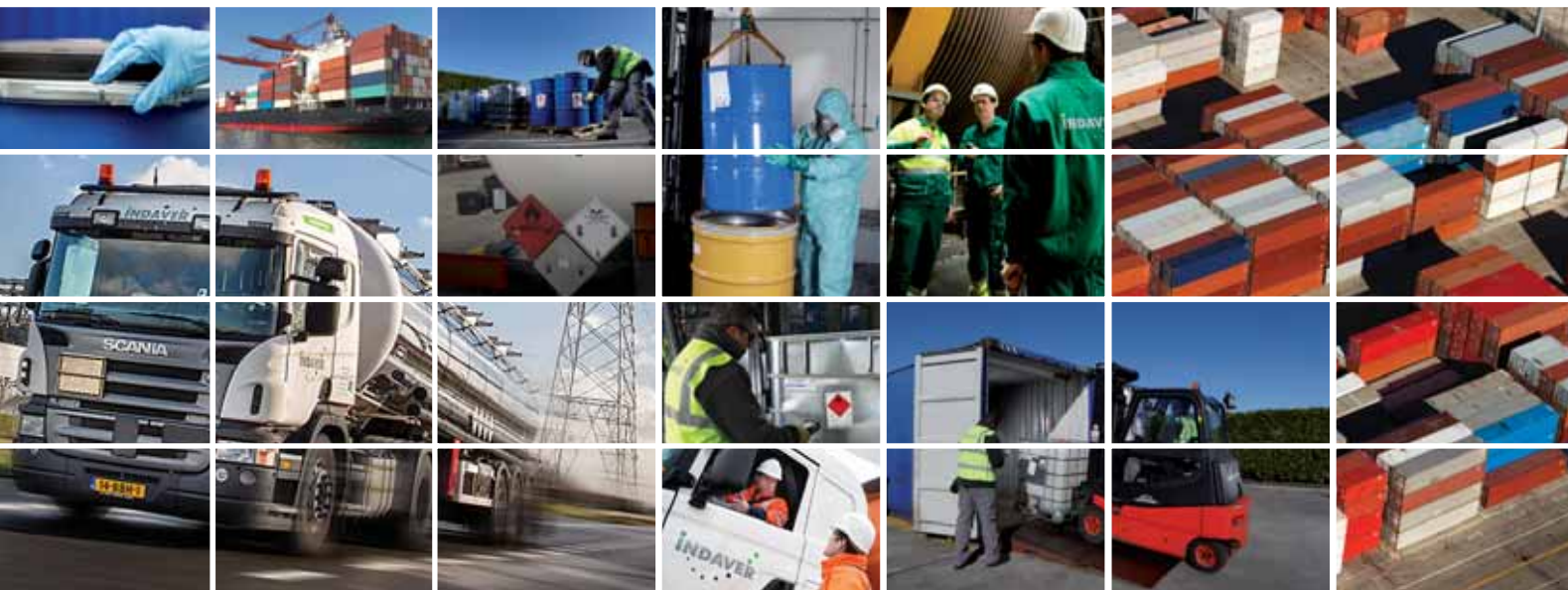
### NOVEMBER 2017

Date	High Water				Low Water			
	Morning		Afternoon		Morning		Afternoon	
	Time	m	Time	m	Time	m	Time	m
1 W	09:28	3.76	21:27	3.92	02:39	0.95	14:57	1.10
2 Th	10:04	3.95	22:05	4.12	03:18	0.69	15:34	0.84
3 F	10:38	4.10	22:44	4.27	03:54	0.47	16:11	0.61
4 Sa	11:13	4.22	23:24	4.36	04:30	0.33	16:49	0.45
5 Su	11:51	4.29			05:09	0.28	17:30	0.37
6 M	00:07	4.37	12:34	4.29	05:51	0.34	18:15	0.39
7 Tu	00:55	4.30	13:21	4.24	06:36	0.51	19:06	0.50
8 W	01:48	4.16	14:13	4.14	07:27	0.74	20:03	0.67
9 Th	02:46	3.98	15:12	4.01	08:26	1.01	21:06	0.85
10 F	03:54	3.79	16:18	3.89	09:32	1.26	22:15	1.00
11 Sa	05:10	3.65	17:33	3.80	10:43	1.44	23:30	1.09
12 Su	06:27	3.61	18:48	3.80			12:00	1.52
13 M	07:40	3.67	19:57	3.86	00:45	1.08	13:14	1.47
14 Tu	08:44	3.77	21:00	3.94	01:52	0.99	14:17	1.34
15 W	09:39	3.87	21:53	4.01	02:48	0.88	15:09	1.18
16 Th	10:24	3.94	22:37	4.03	03:35	0.79	15:53	1.05
17 F	11:01	3.96	23:14	4.01	04:16	0.75	16:33	0.95
18 Sa	11:30	3.97	23:44	3.96	04:53	0.75	17:09	0.90
19 Su	11:57	3.98			05:27	0.80	17:44	0.89
20 M	00:14	3.91	12:27	3.98	05:59	0.87	18:18	0.91
21 Tu	00:47	3.85	13:01	3.96	06:30	0.96	18:53	0.97
22 W	01:24	3.77	13:39	3.92	07:03	1.07	19:29	1.05
23 Th	02:04	3.68	14:19	3.84	07:40	1.20	20:09	1.14
24 F	02:48	3.56	15:03	3.73	08:24	1.35	20:55	1.25
25 Sa	03:39	3.43	15:53	3.60	09:15	1.51	21:51	1.35
26 Su	04:39	3.32	16:49	3.50	10:19	1.64	22:55	1.40
27 M	05:49	3.29	17:53	3.47	11:29	1.68		
28 Tu	07:00	3.37	18:57	3.54	00:02	1.36	12:33	1.61
29 W	07:57	3.53	19:56	3.68	01:03	1.22	13:30	1.43
30 Th	08:46	3.73	20:48	3.88	01:56	1.01	14:19	1.19

### DECEMBER 2017

Date	High Water				Low Water			
	Morning		Afternoon		Morning		Afternoon	
	Time	m	Time	m	Time	m	Time	m
1 F	09:30	3.94	21:36	4.07	02:43	0.78	15:04	0.93
2 Sa	10:11	4.12	22:22	4.22	03:27	0.58	15:48	0.69
3 Su	10:52	4.26	23:09	4.32	04:09	0.44	16:32	0.50
4 M	11:35	4.35	23:56	4.34	04:52	0.39	17:18	0.39
5 Tu			12:20	4.38	05:36	0.43	18:05	0.36
6 W	00:46	4.28	13:09	4.35	06:24	0.56	18:57	0.42
7 Th	01:39	4.16	14:01	4.27	07:14	0.75	19:52	0.55
8 F	02:38	4.01	14:59	4.16	08:09	0.98	20:52	0.70
9 Sa	03:41	3.84	16:02	4.03	09:11	1.20	21:55	0.86
10 Su	04:49	3.70	17:09	3.91	10:15	1.38	23:00	1.00
11 M	05:58	3.63	18:18	3.83	11:24	1.50		
12 Tu	07:06	3.63	19:24	3.80	00:10	1.09	12:36	1.52
13 W	08:10	3.68	20:27	3.81	01:18	1.12	13:45	1.46
14 Th	09:06	3.77	21:24	3.83	02:19	1.09	14:43	1.35
15 F	09:54	3.85	22:13	3.85	03:11	1.04	15:33	1.22
16 Sa	10:34	3.91	22:54	3.84	03:54	1.00	16:15	1.12
17 Su	11:08	3.95	23:27	3.83	04:33	0.97	16:54	1.04
18 M	11:39	3.98	23:59	3.80	05:07	0.97	17:29	1.00
19 Tu			12:09	4.00	05:39	0.99	18:03	0.98
20 W	00:30	3.78	12:42	4.00	06:10	1.02	18:35	0.99
21 Th	01:05	3.75	13:16	3.98	06:40	1.07	19:07	1.01
22 F	01:42	3.71	13:55	3.93	07:14	1.13	19:42	1.03
23 Sa	02:23	3.65	14:37	3.86	07:53	1.21	20:23	1.07
24 Su	03:08	3.58	15:23	3.78	08:39	1.31	21:09	1.12
25 M	03:58	3.50	16:12	3.69	09:30	1.42	22:02	1.17
26 Tu	04:54	3.44	17:06	3.63	10:29	1.49	23:03	1.21
27 W	05:57	3.43	18:06	3.61	11:35	1.51		
28 Th	07:02	3.51	19:09	3.67	00:09	1.18	12:41	1.43
29 F	08:03	3.66	20:12	3.79	01:12	1.09	13:42	1.26
30 Sa	08:57	3.85	21:12	3.95	02:12	0.94	14:38	1.03
31 Su	09:48	4.05	22:06	4.10	03:05	0.76	15:30	0.78





# Indaver's Transport Legislation Guide

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*Leading the field in sustainable waste management*



# Tide Tables

## Soldiers Point (Dundalk)

### JANUARY 2017

		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
		Time	m	Time	m	Time	m	Time	m
C	1 Su	00:57	4.75	13:12	5.05	07:15	0.91	19:39	0.75
	2 M	01:39	4.74	13:55	5.03	07:52	0.95	20:17	0.74
	3 Tu	02:24	4.70	14:41	4.99	08:30	1.02	20:57	0.77
	4 W	03:13	4.63	15:30	4.91	09:12	1.13	21:40	0.84
	5 Th	04:07	4.55	16:24	4.81	10:01	1.25	22:31	0.94
	6 F	05:07	4.48	17:22	4.72	10:57	1.34	23:32	1.03
	7 Sa	06:14	4.47	18:28	4.68			12:04	1.36
@	8 Su	07:23	4.56	19:38	4.72	00:44	1.05	13:22	1.27
	9 M	08:28	4.74	20:45	4.83	02:05	0.97	14:41	1.07
	10 Tu	09:27	4.95	21:46	4.97	03:22	0.82	15:55	0.81
	11 W	10:19	5.15	22:41	5.09	04:20	0.66	16:56	0.54
	12 Th	11:07	5.30	23:30	5.14	05:20	0.53	17:47	0.33
	13 F	11:51	5.38			06:04	0.47	18:32	0.22
	14 Sa	00:15	5.11	12:34	5.37	06:43	0.48	19:12	0.20
W	15 Su	00:59	5.01	13:18	5.30	07:21	0.58	19:50	0.29
	16 M	01:43	4.86	14:02	5.17	07:58	0.73	20:29	0.45
	17 Tu	02:30	4.69	14:48	4.99	08:37	0.92	21:09	0.67
	18 W	03:18	4.51	15:38	4.77	09:18	1.14	21:50	0.92
	19 Th	04:12	4.33	16:33	4.53	10:05	1.37	22:38	1.18
	20 F	05:11	4.19	17:36	4.32	10:57	1.58	23:31	1.42
	21 Sa	06:15	4.13	18:42	4.19	11:59	1.72		
O	22 Su	07:17	4.17	19:45	4.16	00:35	1.56	13:15	1.74
	23 M	08:15	4.29	20:43	4.22	01:57	1.58	14:41	1.63
	24 Tu	09:06	4.46	21:34	4.34	03:12	1.47	15:48	1.44
	25 W	09:51	4.64	22:18	4.47	04:08	1.30	16:36	1.23
	26 Th	10:30	4.79	22:55	4.59	04:50	1.13	17:14	1.03
	27 F	11:04	4.92	23:27	4.69	05:23	0.96	17:45	0.83
	28 Sa	11:36	5.02			05:54	0.81	18:14	0.65
	29 Su	00:00	4.78	12:10	5.11	06:24	0.68	18:46	0.50
	30 M	00:34	4.85	12:48	5.17	06:57	0.60	19:20	0.41
	31 Tu	01:14	4.88	13:30	5.18	07:32	0.58	19:56	0.39

### MARCH 2017

		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
		Time	m	Time	m	Time	m	Time	m
C	1 W	00:48	5.02	13:06	5.28	07:13	0.21	19:36	0.09
	2 Th	01:30	5.00	13:52	5.23	07:50	0.27	20:15	0.22
	3 F	02:17	4.92	14:41	5.09	08:32	0.41	20:57	0.44
	4 Sa	03:07	4.77	15:35	4.88	09:17	0.63	21:44	0.74
	5 Su	04:04	4.57	16:36	4.62	10:11	0.89	22:40	1.06
	6 M	05:13	4.38	17:51	4.40	11:18	1.10	23:51	1.30
	7 Tu	06:37	4.31	19:16	4.33			12:40	1.17
@	8 W	07:57	4.42	20:33	4.41	01:25	1.36	14:13	1.05
	9 Th	09:06	4.63	21:39	4.57	02:56	1.21	15:34	0.80
	10 F	10:03	4.85	22:33	4.70	04:07	0.96	16:36	0.53
	11 Sa	10:52	5.00	23:15	4.76	04:59	0.73	17:23	0.33
	12 Su	11:33	5.06	23:50	4.76	05:41	0.56	18:04	0.22
	13 M			12:05	5.05	06:15	0.46	18:38	0.21
	14 Tu	00:16	4.73	12:34	4.99	06:47	0.42	19:10	0.28
W	15 W	00:45	4.70	13:06	4.91	07:18	0.45	19:41	0.41
	16 Th	01:18	4.66	13:42	4.79	07:49	0.54	20:11	0.58
	17 F	01:55	4.58	14:22	4.62	08:21	0.69	20:43	0.79
	18 Sa	02:34	4.46	15:04	4.40	08:56	0.89	21:17	1.05
	19 Su	03:18	4.28	15:52	4.15	09:36	1.14	21:58	1.33
	20 M	04:09	4.07	16:54	3.90	10:28	1.39	22:54	1.60
	21 Tu	05:16	3.89	18:18	3.76	11:33	1.56		
O	22 W	06:44	3.85	19:33	3.82	00:03	1.74	12:47	1.56
	23 Th	07:52	4.00	20:34	4.03	01:23	1.68	14:07	1.38
	24 F	08:47	4.24	21:23	4.29	02:41	1.44	15:13	1.06
	25 Sa	09:30	4.52	22:02	4.54	03:39	1.11	16:02	0.71
	26 Su	11:09	4.80	23:36	4.77	05:22	0.76	17:43	0.37
	27 M	11:44	5.03			06:01	0.44	18:21	0.09
	28 Tu	00:08	4.96	12:21	5.21	06:39	0.18	19:00	-0.09
	29 W	00:43	5.09	13:01	5.31	07:15	0.01	19:37	-0.14
	30 Th	01:22	5.14	13:45	5.32	07:54	-0.03	20:15	-0.06
	31 F	02:06	5.12	14:32	5.23	08:34	0.04	20:57	0.15

### FEBRUARY 2017

		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
		Time	m	Time	m	Time	m	Time	m
C	1 W	01:57	4.87	14:16	5.15	08:10	0.63	20:35	0.44
	2 Th	02:45	4.80	15:04	5.06	08:51	0.74	21:17	0.58
	3 F	03:36	4.68	15:57	4.91	09:36	0.91	22:05	0.78
	4 Sa	04:33	4.54	16:55	4.72	10:30	1.09	23:01	1.01
	5 Su	05:39	4.42	18:04	4.55	11:35	1.24		
	6 M	06:57	4.41	19:23	4.50	00:13	1.18	12:56	1.27
	7 Tu	08:11	4.54	20:38	4.58	01:43	1.20	14:27	1.12
@	8 W	09:16	4.76	21:43	4.72	03:10	1.06	15:47	0.85
	9 Th	10:12	4.98	22:38	4.85	04:20	0.85	16:50	0.56
	10 F	11:01	5.14	23:24	4.92	05:13	0.66	17:39	0.33
	11 Sa	11:43	5.23			05:54	0.52	18:20	0.20
	12 Su	00:04	4.92	12:21	5.23	06:32	0.46	18:57	0.17
	13 M	00:39	4.86	12:56	5.17	07:05	0.47	19:31	0.24
	14 Tu	01:14	4.77	13:33	5.06	07:38	0.55	20:06	0.38
W	15 W	01:52	4.66	14:13	4.90	08:12	0.68	20:40	0.59
	16 Th	02:33	4.53	14:57	4.70	08:48	0.87	21:16	0.83
	17 F	03:17	4.37	15:43	4.45	09:28	1.10	21:56	1.11
	18 Sa	04:06	4.19	16:38	4.19	10:15	1.35	22:43	1.40
	19 Su	05:09	4.02	17:50	3.97	11:12	1.57	23:41	1.63
	20 M	06:25	3.95	19:04	3.89			12:18	1.70
	21 Tu	07:33	4.01	20:09	3.97	00:53	1.72	13:42	1.66
O	22 W	08:32	4.19	21:06	4.14	02:20	1.63	15:05	1.45
	23 Th	09:21	4.41	21:52	4.35	03:32	1.40	16:01	1.17
	24 F	10:03	4.64	22:31	4.54	04:20	1.13	16:42	0.88
	25 Sa	10:39	4.84	23:03	4.71	04:58	0.85	17:17	0.59
	26 Su	11:12	5.02	23:35	4.86	05:30	0.60	17:49	0.34
	27 M	11:46	5.16			06:03	0.39	18:23	0.16
	28 Tu	00:09	4.97	12:24	5.25	06:36	0.26	18:58	0.07

### APRIL 2017

Date			High Water				Low Water			
			Morning		Afternoon		Morning		Afternoon	
			Time	m	Time	m	Time	m	Time	m
C	1	Sa	02:53	5.01	15:24	5.06	09:17	0.22	21:40	0.45
	2	Su	03:45	4.84	16:21	4.81	10:06	0.47	22:28	0.79
	3	M	04:44	4.62	17:27	4.54	11:02	0.73	23:25	1.13
	4	Tu	05:57	4.42	18:47	4.33			12:07	0.95
	5	W	07:21	4.34	20:08	4.27	00:33	1.38	13:25	1.03
	6	Th	08:39	4.42	21:23	4.36	02:02	1.44	14:54	0.94
	7	F	09:49	4.60	22:26	4.50	03:34	1.30	16:11	0.75
@	8	Sa	10:47	4.77	23:17	4.62	04:44	1.06	17:13	0.55
	9	Su	11:35	4.89	23:58	4.67	05:37	0.84	18:02	0.41
	10	M			12:15	4.92	06:20	0.66	18:42	0.35
	11	Tu	00:30	4.67	12:46	4.88	06:57	0.55	19:17	0.36
	12	W	00:52	4.67	13:12	4.83	07:29	0.50	19:47	0.43
	13	Th	01:18	4.68	13:42	4.76	07:59	0.51	20:15	0.53
	14	F	01:50	4.68	14:17	4.67	08:29	0.57	20:44	0.66
W	15	Sa	02:25	4.65	14:55	4.55	08:58	0.68	21:13	0.83
	16	Su	03:03	4.56	15:36	4.38	09:30	0.83	21:45	1.04
	17	M	03:46	4.42	16:22	4.18	10:07	1.02	22:23	1.27
	18	Tu	04:33	4.22	17:16	3.96	10:52	1.22	23:12	1.51
	19	W	05:30	4.03	18:26	3.81	11:52	1.38		
	20	Th	06:42	3.92	19:48	3.84	00:19	1.67	13:01	1.40
	21	F	08:00	3.99	20:54	4.02	01:31	1.65	14:12	1.25
O	22	Sa	09:02	4.22	21:45	4.29	02:44	1.44	15:19	0.96
	23	Su	09:51	4.51	22:27	4.57	03:49	1.12	16:17	0.61
	24	M	10:35	4.81	23:05	4.83	04:42	0.75	17:07	0.27
	25	Tu	11:16	5.07	23:42	5.04	05:28	0.40	17:53	0.01
	26	W	11:57	5.25			06:13	0.13	18:36	-0.14
	27	Th	00:20	5.18	12:41	5.34	06:55	-0.04	19:17	-0.15
	28	F	01:01	5.24	13:27	5.33	07:37	-0.09	19:59	-0.02
	29	Sa	01:47	5.21	14:18	5.21	08:21	-0.01	20:42	0.22
	30	Su	02:36	5.11	15:12	5.02	09:07	0.17	21:28	0.53



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# Tide Tables

## Soldiers Point (Dundalk)

MAY 2017

Date		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
		Time	m	Time	m	Time	m	Time	m
C	1 M	03:30	4.94	16:12	4.78	09:57	0.39	22:16	0.86
	2 Tu	04:32	4.75	17:21	4.53	10:53	0.62	23:11	1.17
	3 W	05:45	4.57	18:35	4.36	11:54	0.81		
	4 Th	07:02	4.49	19:49	4.30	00:13	1.39	13:03	0.92
	5 F	08:15	4.51	21:00	4.36	01:31	1.48	14:22	0.90
	6 Sa	09:23	4.61	22:01	4.46	02:55	1.39	15:38	0.81
@	7 Su	10:21	4.71	22:51	4.56	04:09	1.21	16:42	0.70
	8 M	11:10	4.78	23:32	4.61	05:07	1.02	17:34	0.62
	9 Tu	11:51	4.79			05:54	0.86	18:17	0.58
	10 W	00:03	4.64	12:23	4.75	06:35	0.75	18:53	0.60
	11 Th	00:28	4.66	12:51	4.70	07:09	0.70	19:24	0.64
	12 F	00:55	4.70	13:21	4.65	07:40	0.70	19:53	0.71
W	13 Sa	01:26	4.72	13:55	4.60	08:10	0.73	20:21	0.80
	14 Su	02:00	4.72	14:32	4.52	08:38	0.79	20:49	0.91
	15 M	02:39	4.67	15:12	4.42	09:10	0.88	21:22	1.05
	16 Tu	03:21	4.57	15:57	4.28	09:45	0.98	21:59	1.22
	17 W	04:09	4.43	16:48	4.14	10:27	1.10	22:43	1.39
	18 Th	05:00	4.28	17:46	4.02	11:17	1.19	23:38	1.52
O	19 F	06:00	4.19	18:54	4.01			12:18	1.21
	20 Sa	07:07	4.20	20:01	4.12	00:42	1.53	13:23	1.11
	21 Su	08:12	4.35	21:00	4.34	01:50	1.40	14:29	0.89
	22 M	09:09	4.58	21:49	4.61	02:56	1.14	15:33	0.62
	23 Tu	10:01	4.85	22:34	4.86	03:59	0.82	16:32	0.35
	24 W	10:50	5.08	23:18	5.08	04:55	0.50	17:27	0.13
31	25 Th	11:38	5.25			05:49	0.24	18:16	0.01
	26 F	00:01	5.23	12:26	5.32	06:38	0.07	19:01	0.01
	27 Sa	00:46	5.30	13:15	5.30	07:25	0.00	19:46	0.13
	28 Su	01:33	5.29	14:07	5.18	08:11	0.05	20:29	0.34
	29 M	02:24	5.21	15:03	5.01	08:59	0.18	21:14	0.60
	30 Tu	03:18	5.08	16:02	4.79	09:48	0.35	22:02	0.88
	31 W	04:19	4.91	17:05	4.58	10:39	0.54	22:52	1.15

JUNE 2017

Date		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
		Time	m	Time	m	Time	m	Time	m
C	1 Th	05:26	4.75	18:12	4.41	11:34	0.73	23:48	1.36
	2 F	06:36	4.63	19:19	4.32			12:35	0.88
	3 Sa	07:43	4.58	20:25	4.32	00:52	1.49	13:44	0.97
	4 Su	08:48	4.58	21:25	4.39	02:08	1.49	14:57	0.98
	5 M	09:47	4.61	22:16	4.48	03:25	1.39	16:04	0.95
	6 Tu	10:38	4.64	22:58	4.56	04:32	1.25	17:02	0.90
@	7 W	11:21	4.65	23:33	4.63	05:27	1.11	17:49	0.87
	8 Th	11:57	4.64			06:11	1.00	18:28	0.85
	9 F	00:03	4.70	12:30	4.61	06:48	0.93	19:01	0.86
	10 Sa	00:33	4.75	13:01	4.59	07:21	0.90	19:31	0.88
	11 Su	01:04	4.79	13:34	4.57	07:51	0.89	19:58	0.91
	12 M	01:39	4.81	14:10	4.55	08:19	0.89	20:28	0.95
W	13 Tu	02:17	4.80	14:50	4.50	08:49	0.90	21:00	1.02
	14 W	02:59	4.75	15:33	4.44	09:25	0.92	21:38	1.11
	15 Th	03:45	4.68	16:21	4.36	10:05	0.95	22:17	1.21
	16 F	04:34	4.59	17:13	4.29	10:49	0.99	23:05	1.30
	17 Sa	05:27	4.51	18:11	4.24	11:40	1.01	23:59	1.35
	18 Su	06:27	4.48	19:14	4.28			12:39	0.98
O	19 M	07:30	4.53	20:17	4.41	01:01	1.31	13:44	0.89
	20 Tu	08:33	4.65	21:15	4.61	02:10	1.17	14:52	0.74
	21 W	09:33	4.83	22:09	4.84	03:19	0.95	16:00	0.56
	22 Th	10:30	5.01	22:59	5.05	04:28	0.69	17:03	0.40
	23 F	11:24	5.16	23:47	5.22	05:30	0.43	18:00	0.28
	24 Sa			12:15	5.24	06:26	0.23	18:48	0.24
30	25 Su	00:33	5.32	13:05	5.22	07:14	0.12	19:33	0.29
	26 M	01:21	5.34	13:55	5.13	08:02	0.10	20:15	0.43
	27 Tu	02:09	5.29	14:48	4.98	08:48	0.18	20:59	0.62
	28 W	03:01	5.18	15:42	4.79	09:33	0.32	21:43	0.84
	29 Th	03:57	5.03	16:38	4.59	10:20	0.51	22:28	1.07
	30 F	04:56	4.85	17:36	4.41	11:08	0.71	23:17	1.29

JULY 2017

Date		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
		Time	m	Time	m	Time	m	Time	m
C	1 Sa	05:59	4.67	18:39	4.29			12:00	0.93
	2 Su	07:03	4.53	19:40	4.24	00:12	1.47	12:59	1.11
	3 M	08:07	4.45	20:39	4.27	01:15	1.56	14:08	1.22
	4 Tu	09:07	4.43	21:33	4.37	02:32	1.56	15:19	1.24
	5 W	10:02	4.45	22:21	4.49	03:51	1.46	16:26	1.20
	6 Th	10:49	4.49	23:02	4.62	04:56	1.33	17:19	1.13
@	7 F	11:30	4.53	23:39	4.72	05:46	1.19	18:01	1.06
	8 Sa			12:07	4.56	06:27	1.07	18:38	0.99
	9 Su	00:12	4.81	12:40	4.58	07:00	0.98	19:09	0.94
	10 M	00:43	4.87	13:13	4.60	07:29	0.91	19:36	0.90
	11 Tu	01:16	4.92	13:47	4.62	07:57	0.84	20:06	0.87
	12 W	01:54	4.94	14:25	4.63	08:28	0.79	20:39	0.88
W	13 Th	02:35	4.94	15:07	4.62	09:02	0.75	21:15	0.91
	14 F	03:19	4.91	15:53	4.58	09:41	0.75	21:53	0.98
	15 Sa	04:06	4.85	16:42	4.52	10:23	0.78	22:37	1.07
	16 Su	04:57	4.77	17:35	4.44	11:08	0.85	23:26	1.17
	17 M	05:53	4.68	18:35	4.39			12:02	0.93
	18 Tu	06:56	4.61	19:42	4.42	00:25	1.24	13:06	0.98
O	19 W	08:06	4.62	20:49	4.55	01:33	1.22	14:20	0.96
	20 Th	09:14	4.72	21:51	4.76	02:52	1.09	15:38	0.85
	21 F	10:18	4.87	22:46	4.99	04:11	0.86	16:48	0.69
	22 Sa	11:14	5.02	23:36	5.19	05:20	0.59	17:49	0.54
	23 Su			12:06	5.11	06:18	0.34	18:39	0.43
	24 M	00:22	5.31	12:54	5.12	07:07	0.18	19:21	0.40
C	25 Tu	01:06	5.36	13:39	5.05	07:51	0.12	20:01	0.46
	26 W	01:51	5.32	14:25	4.92	08:33	0.17	20:39	0.58
	27 Th	02:36	5.21	15:12	4.76	09:13	0.31	21:19	0.75
	28 F	03:24	5.05	16:00	4.58	09:55	0.51	22:00	0.96
	29 Sa	04:15	4.84	16:51	4.41	10:38	0.75	22:44	1.19
	30 Su	05:12	4.62	17:47	4.25	11:22	1.00	23:34	1.41
31	M	06:15	4.40	18:48	4.15			12:13	1.25

AUGUST 2017

Date		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
		Time	m	Time	m	Time	m	Time	m
@	1 Tu	07:22	4.25	19:51	4.15	00:31	1.58	13:12	1.43
	2 W	08:27	4.20	20:51	4.24	01:40	1.67	14:26	1.51
	3 Th	09:27	4.24	21:45	4.40	03:07	1.62	15:45	1.46
	4 F	10:20	4.33	22:33	4.57	04:26	1.46	16:48	1.33
	5 Sa	11:06	4.45	23:13	4.73	05:21	1.26	17:34	1.18
	6 Su	11:45	4.55	23:49	4.86	06:03	1.07	18:13	1.02
	7 M			12:18	4.63	06:36	0.91	18:44	0.89
	8 Tu	00:20	4.96	12:50	4.69	07:04	0.76	19:13	0.77
	9 W	00:52	5.04	13:22	4.75	07:32	0.63	19:43	0.69
	10 Th	01:27	5.10	13:58	4.79	08:04	0.53	20:15	0.65
	11 F	02:07	5.12	14:39	4.80	08:39	0.49	20:52	0.66
	12 Sa	02:51	5.10	15:24	4.77	09:17	0.52	21:30	0.74
W	13 Su	03:38	5.03	16:11	4.69	09:57	0.62	22:12	0.87
	14 M	04:28	4.90	17:03	4.58	10:43	0.77	23:01	1.04
	15 Tu	05:24	4.73	18:03	4.45	11:35	0.97	23:59	1.20
	16 W	06:30	4.57	19:15	4.40			12:39	1.14
	17 Th	07:48	4.49	20:30	4.49	01:11	1.28	13:58	1.20
	18 F	09:05	4.56	21:39	4.69	02:37	1.19	15:23	1.12
O	19 Sa	10:12	4.72	22:38	4.94	04:04	0.94	16:40	0.93
	20 Su	11:10	4.88	23:28	5.15	05:15	0.63	17:41	0.72
	21 M			12:00	4.99	06:12	0.36	18:29	0.56
	22 Tu	00:12	5.28	12:43	5.01	06:57	0.18	19:09	0.47
	23 W	00:51	5.32	13:21	4.96	07:37	0.13	19:45	0.46
	24 Th	01:29	5.28	13:59	4.87	08:14	0.18	20:19	0.53
	25 F	02:08	5.17	14:37	4.75	08:49	0.33	20:55	0.67
	26 Sa	02:49	5.01	15:18	4.62	09:26	0.54	21:32	0.85
C	27 Su	03:34	4.80	16:03	4.47	10:04	0.79	22:12	1.08
	28 M	04:23	4.55	16:52	4.30	10:45	1.07	22:58	1.33
	29 Tu	05:21	4.29	17:52	4.15	11:32	1.35	23:52	1.56
	30 W	06:35	4.07	19:03	4.07			12:27	1.59
	31 Th	07:49	3.99	20:12	4.12	00:56	1.70	13:34	1.71





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# Tide Tables

## Soldiers Point (Dundalk)

SEPTEMBER 2017

		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
Date		Time	m	Time	m	Time	m	Time	m
@	1 F	08:55	4.05	21:12	4.28	02:18	1.69	14:58	1.66
	2 Sa	09:54	4.21	22:04	4.49	03:50	1.51	16:12	1.48
	3 Su	10:42	4.41	22:47	4.71	04:51	1.25	17:05	1.24
	4 M	11:21	4.58	23:24	4.89	05:33	0.98	17:44	1.00
	5 Tu	11:55	4.72	23:54	5.04	06:06	0.74	18:17	0.79
	6 W			12:24	4.83	06:36	0.52	18:48	0.60
	7 Th	00:26	5.17	12:56	4.92	07:06	0.35	19:19	0.47
	8 F	01:01	5.26	13:31	4.98	07:39	0.25	19:53	0.40
	9 Sa	01:40	5.28	14:11	4.99	08:15	0.25	20:30	0.43
W	10 Su	02:24	5.24	14:55	4.94	08:52	0.35	21:09	0.55
	11 M	03:11	5.13	15:43	4.84	09:34	0.55	21:53	0.74
	12 Tu	04:03	4.94	16:36	4.68	10:20	0.81	22:42	0.97
	13 W	05:03	4.70	17:38	4.51	11:14	1.10	23:43	1.19
	14 Th	06:15	4.47	18:55	4.42			12:20	1.33
	15 F	07:42	4.39	20:18	4.49	00:59	1.28	13:42	1.42
	16 Sa	09:02	4.48	21:29	4.40	02:29	1.19	15:12	1.32
O	17 Su	10:09	4.66	22:30	4.94	03:56	0.92	16:28	1.09
	18 M	11:06	4.83	23:20	5.13	05:05	0.62	17:27	0.86
	19 Tu	11:52	4.93			05:58	0.37	18:14	0.67
	20 W	00:02	5.23	12:30	4.95	06:42	0.23	18:53	0.55
	21 Th	00:37	5.24	13:02	4.91	07:19	0.20	19:27	0.51
	22 F	01:08	5.19	13:32	4.85	07:53	0.28	19:59	0.55
	23 Sa	01:42	5.09	14:06	4.79	08:25	0.42	20:32	0.64
C	24 Su	02:19	4.95	14:43	4.71	08:57	0.62	21:06	0.80
	25 M	03:00	4.76	15:24	4.60	09:32	0.86	21:43	1.01
	26 Tu	03:45	4.53	16:08	4.44	10:09	1.14	22:26	1.26
	27 W	04:36	4.26	16:59	4.26	10:53	1.43	23:17	1.50
	28 Th	05:45	4.00	18:07	4.09	11:48	1.68		
	29 F	07:09	3.88	19:28	4.05	00:19	1.68	12:52	1.83
	30 Sa	08:23	3.95	20:36	4.18	01:32	1.70	14:10	1.80

OCTOBER 2017

		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
Date		Time	m	Time	m	Time	m	Time	m
@	1 Su	09:24	4.15	21:31	4.40	02:58	1.53	15:28	1.60
	2 M	10:14	4.40	22:16	4.65	04:07	1.23	16:26	1.32
	3 Tu	10:54	4.63	22:54	4.89	04:53	0.91	17:09	1.02
	4 W	11:27	4.83	23:27	5.11	05:30	0.61	17:46	0.73
	5 Th	11:57	4.99			06:05	0.34	18:20	0.49
	6 F	00:00	5.27	12:29	5.11	06:40	0.16	18:56	0.31
	7 Sa	00:36	5.38	13:05	5.18	07:15	0.08	19:32	0.24
W	8 Su	01:16	5.40	13:45	5.18	07:53	0.13	20:11	0.28
	9 M	02:01	5.33	14:30	5.11	08:32	0.30	20:52	0.43
	10 Tu	02:51	5.16	15:21	4.99	09:15	0.58	21:38	0.65
	11 W	03:46	4.93	16:16	4.81	10:02	0.91	22:31	0.91
	12 Th	04:51	4.66	17:21	4.63	10:58	1.24	23:34	1.12
	13 F	06:10	4.45	18:42	4.53			12:05	1.48
	14 Sa	07:36	4.40	20:02	4.59	00:48	1.21	13:25	1.56
O	15 Su	08:53	4.51	21:13	4.76	02:15	1.12	14:52	1.45
	16 M	09:58	4.68	22:15	4.95	03:38	0.90	16:07	1.24
	17 Tu	10:52	4.84	23:06	5.10	04:44	0.66	17:07	1.01
	18 W	11:37	4.92	23:48	5.15	05:37	0.48	17:54	0.82
	19 Th			12:14	4.94	06:21	0.39	18:36	0.70
	20 F	00:22	5.13	12:42	4.91	06:59	0.39	19:11	0.65
	21 Sa	00:51	5.07	13:09	4.89	07:32	0.47	19:43	0.66
C	22 Su	01:21	4.98	13:39	4.87	08:02	0.60	20:14	0.73
	23 M	01:56	4.87	14:15	4.83	08:31	0.76	20:46	0.84
	24 Tu	02:35	4.72	14:54	4.75	09:02	0.97	21:20	1.01
	25 W	03:18	4.53	15:36	4.61	09:37	1.20	21:58	1.21
	26 Th	04:05	4.30	16:22	4.43	10:17	1.46	22:44	1.43
	27 F	05:03	4.08	17:18	4.24	11:08	1.71	23:42	1.60
	28 Sa	06:21	3.92	18:30	4.12			12:12	1.87
	29 Su	06:42	3.95	18:46	4.16	00:48	1.64	12:22	1.87
	30 M	07:46	4.14	19:47	4.34	01:00	1.51	13:32	1.70
	31 Tu	08:37	4.40	20:36	4.60	02:08	1.25	14:35	1.42

NOVEMBER 2017

		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
Date		Time	m	Time	m	Time	m	Time	m
@	1 W	09:19	4.66	21:18	4.87	03:04	0.92	15:26	1.10
	2 Th	09:55	4.90	21:56	5.12	03:51	0.59	16:10	0.77
	3 F	10:29	5.11	22:35	5.32	04:34	0.32	16:53	0.49
	4 Sa	11:04	5.26	23:15	5.43	05:14	0.13	17:34	0.28
	5 Su	11:42	5.34	23:58	5.44	05:54	0.08	18:14	0.19
	6 M			12:25	5.35	06:34	0.15	18:57	0.22
	7 Tu	00:46	5.35	13:12	5.28	07:15	0.36	19:42	0.35
W	8 W	01:39	5.18	14:04	5.16	08:00	0.65	20:30	0.56
	9 Th	02:37	4.94	15:03	4.99	08:49	0.99	21:23	0.78
	10 F	03:45	4.70	16:09	4.82	09:44	1.30	22:22	0.98
	11 Sa	05:01	4.52	17:24	4.72	10:47	1.53	23:31	1.09
	12 Su	06:18	4.47	18:39	4.71			12:00	1.62
	13 M	07:31	4.54	19:48	4.79	00:47	1.08	13:20	1.56
	14 Tu	08:35	4.68	20:51	4.90	02:06	0.96	14:36	1.40
O	15 W	09:30	4.81	21:44	4.98	03:15	0.82	15:40	1.20
	16 Th	10:15	4.89	22:28	5.01	04:12	0.71	16:33	1.03
	17 F	10:52	4.93	23:05	4.98	04:59	0.66	17:17	0.91
	18 Sa	11:21	4.93	23:35	4.92	05:38	0.67	17:54	0.85
	19 Su	11:48	4.94			06:12	0.72	18:28	0.83
	20 M	00:05	4.85	12:18	4.94	06:42	0.81	18:59	0.86
	21 Tu	00:38	4.78	12:52	4.93	07:10	0.92	19:30	0.93
C	22 W	01:15	4.68	13:30	4.87	07:39	1.06	20:01	1.03
	23 Th	01:55	4.56	14:10	4.76	08:11	1.22	20:35	1.15
	24 F	02:39	4.40	14:54	4.62	08:48	1.42	21:13	1.29
	25 Sa	03:30	4.24	15:44	4.46	09:30	1.62	22:01	1.41
	26 Su	04:30	4.10	16:40	4.33	10:25	1.78	22:58	1.48
	27 M	05:40	4.06	17:44	4.29	11:30	1.83		
	28 Tu	06:51	4.16	18:48	4.37	00:02	1.43	12:34	1.73
	29 W	07:48	4.37	19:47	4.57	01:08	1.25	13:39	1.51
	30 Th	08:37	4.63	20:39	4.81	02:11	0.99	14:39	1.21

DECEMBER 2017

		High Water				Low Water			
		Morning		Afternoon		Morning		Afternoon	
Date		Time	m	Time	m	Time	m	Time	m
@	1 F	09:21	4.89	21:27	5.06	03:09	0.71	15:34	0.89
	2 Sa	10:02	5.13	22:13	5.26	04:02	0.45	16:27	0.58
	3 Su	10:43	5.31	23:00	5.38	04:51	0.28	17:16	0.35
	4 M	11:26	5.43	23:47	5.41	05:37	0.21	18:03	0.21
	5 Tu			12:11	5.46	06:20	0.26	18:47	0.18
	6 W	00:37	5.34	13:00	5.42	07:05	0.42	19:34	0.26
	7 Th	01:30	5.18	13:52	5.32	07:49	0.66	20:21	0.41
W	8 F	02:29	4.98	14:50	5.17	08:35	0.95	21:11	0.60
	9 Sa	03:32	4.77	15:53	5.01	09:27	1.22	22:04	0.80
	10 Su	04:40	4.59	17:00	4.86	10:22	1.45	23:02	0.97
	11 M	05:49	4.49	18:09	4.76	11:25	1.60		
	12 Tu	06:57	4.49	19:15	4.72	00:10	1.09	12:38	1.63
	13 W	08:01	4.56	20:18	4.73	01:25	1.12	13:57	1.55
	14 Th	08:57	4.67	21:15	4.76	02:39	1.09	15:09	1.41
O	15 F	09:45	4.77	22:04	4.78	03:43	1.02	16:09	1.25
	16 Sa	10:25	4.85	22:45	4.77	04:34	0.97	16:58	1.12
	17 Su	10:59	4.91	23:18	4.75	05:17	0.94	17:39	1.03
	18 M	11:30	4.95	23:50	4.72	05:52	0.94	18:13	0.97
	19 Tu			12:00	4.97	06:23	0.96	18:46	0.96
	20 W	00:21	4.69	12:33	4.97	06:52	1.00	19:15	0.96
	21 Th	00:56	4.65	13:07	4.94	07:19	1.06	19:43	0.98
C	22 F	01:33	4.60	13:46	4.89	07:49	1.14	20:12	1.02
	23 Sa	02:14	4.52	14:28	4.80	08:22	1.24	20:47	1.06
	24 Su	02:59	4.43	15:14	4.69	09:00	1.37	21:25	1.13
	25 M	03:49	4.33	16:03	4.58	09:43	1.49	22:10	1.19
	26 Tu	04:45	4.25	16:57	4.49	10:34	1.59	23:05	1.23
	27 W	05:48	4.24	17:57	4.47	11:35	1.61		
	28 Th	06:53	4.34	19:00	4.54	00:09	1.21	12:43	1.51
	29 F	07:54	4.53	20:03	4.70	01:18	1.09	13:54	1.30
	30 Sa	08:48	4.77	21:03	4.90	02:30	0.90	15:02	1.01
	31 Su	09:39	5.03	21:57	5.10	03:36	0.68	16:06	0.70



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# EGIS HITS THE ROAD WITH NEW PROJECTS

Synonymous with modernising Ireland's motorway and national road history network over the last decade, Egis Group is involved in a dozen projects in Ireland, the most iconic being the operation of the Dublin Tunnel, linking Dublin Port with the M1 motorway.

Following a long spell of harsh economic conditions, Ireland is growing again. Active in the country for around a decade, Egis has continued to lay the foundations for its achievements, primarily resulting from its expertise in the roads sector.

With a population of 4.8 million across its 85,000 square kilometres of territory, Ireland is one of the least densely-populated countries in Europe. This sparsity and the relatively low level of urbanisation [half of Ireland's population still lives in a rural environment] explains the importance of the road network to the country. Egis has modernised Irish roads through road operation and maintenance. The group is involved in a dozen projects in Ireland, the most iconic being the operation of the Dublin Tunnel, a contract which was recently extended to include the operation of Cork's Jack Lynch Tunnel. The management of these tunnels comes in addition to the 450 km of motorway already under Egis management in Ireland.

## DUBLIN AND CORK TUNNELS

A total of 4.5 km in length, the Dublin Tunnel is a major piece of infrastructure in the Irish road network, connecting the M1 motorway (Belfast-Dublin) to Dublin Port without going through the city centre.

It is a twin-tube tunnel comprising one-way dual carriageways and is equipped with a control centre. Following an operating and maintenance contract awarded in 2006 for the Dublin Tunnel, Egis recently had the contract extended by Transport Infrastructure Ireland for a minimum period of six years.

In addition to the toll collection, traffic and safety management and routine maintenance of the Dublin Tunnel, Egis is also tasked with the operation and maintenance of the 600m-long Jack Lynch Tunnel in Cork.

"This contract renewal is proof of the trust that Egis has earned, consolidating its leadership on the Irish road operation and maintenance market," comments Steve Preece, Managing Director at Egis Projects Ireland.

## SOLID REPUTATION

Despite the economic recession, Egis has gradually forged itself a solid reputation in Ireland, earning the trust of large public sector authorities. The group has displayed its merits in the field of engineering, carrying out preliminary design studies



Egis recently had the Dublin Tunnel contract extended by Transport Infrastructure Ireland for a minimum period of six years.



for an eastern bypass motorway around Dublin, as well as several design, engineering and works supervision assignments for the construction of a dual carriageway between Nenagh and Limerick.

At the same time, Egis has reinforced its operating activities by acquiring majority shares in three Irish operating companies – Northlink (M1 motorway to Dundalk – 56km), Midlink (M7/M8 motorways to Portlaoise – 43km) and Southlink (the N25 Waterford bypass – 23km). Additionally, Egis bought 100 percent of the First Route Management Company, which provides assistance services to the three abovementioned companies and to the Eastlink operator based in Dublin.

#### ELECTRONIC TOLLING

"The Irish motorway network is one of the most recent in Europe and is still expanding," notes Steve Preece. "Egis very quickly became an essential figure in motorway operations in Ireland, offering services in the management of both motorways and national roads, whose development and maintenance are a strategically important issue for the country.

"Since 2006, under our brand Easytrip, we have developed electronic tolling, automatic car park access and vehicle fleet management solutions, to make life easier for road users," he explains. "With more than 195,000 customers today, we enjoy a unique position in the market to the point of becoming the leading supplier of services for the payment of electronic tolls and parking charges using a single customer account."

Capitalising on these achievements, Egis has since extended its offering to other projects, such as the maintenance of intelligent transport system (ITS) equipment, Ireland's national safety camera service and the supervision of resurfacing works in the south of the country. Egis has recently designed the free mobile Easytrip SOS App, on which drivers can send out an emergency call on their mobile phone in the event of a breakdown or an accident, allowing them to be immediately located and assisted.

#### WELL ESTABLISHED RECOVERY

Today, the Irish economy is recovering at a brisk pace, aided by a gradual upturn in foreign and domestic investment. In the transport sector, 850 million is to be invested in the upgrading of the motorway and national road network. "Considering this encouraging economic trend, Egis is taking another look at opportunities in the engineering sector in Ireland and also in the UK, in particular in roads and railways," explains Matthieu Loussier, Director for Europe and Central Asia at Egis. Public bodies such as Transport Infrastructure Ireland have put forward plans for approval on a 10 billion spend over the next 20 years, covering all aspects of travel, from roads to light rail, with a projected increase in movement of 25 percent. "In the area of transport, Ireland's new priority is to reduce road congestion via mobility, without infrastructure expansion. Egis naturally possesses all of the necessary expertise to contribute to these plans," adds Loussier.

#### AVIATION PARTNERSHIP

Egis has had its own aviation consultancy business since 2013 (Helios), which assisted the Irish Aviation Authority (IAA) in drawing up a business case for the modernisation of air traffic

management systems, and helped Dublin Airport to reach compliance with the new regulatory standards of the European Aviation Safety Agency (EASA), Loussier reveals.

"In the longer term, Egis and the IAA are considering working increasingly closely on a range of projects outside Ireland, just as they are currently doing for the review of air traffic management system safety in Thailand," Loussier adds.

Under the Easytrip brand, Egis has continued to market and develop a wide range of services for road users, since 2006. In Ireland, Egis manages the distribution of electronic tolling passes as well as taking care of customer relations for the Dublin Tunnel. The group develops its own electronic payment solutions for car park operators and vehicle fleet control solutions.

#### HEADLINE PROJECTS

Egis supervised resurfacing works near Cork, as part of a contract signed at the end of 2013 by Egis Lagan Services Ltd, a joint venture formed by Egis and Northern Ireland's Lagan, together with the National Roads Authority for the operation, maintenance and renewal services on 330km of motorways in the south of Ireland. The work consisted of resurfacing several kilometres on the three-lane N40 and its interchange with the N28 at Cork. Work was carried out during the night, with lane closures at midnight, and the road was fully reopened every morning to avoid traffic disruption.

#### NATIONAL SPEED CONTROL

Since 2010, Egis has been operating the Irish national safety camera service via GoSafe, a company whose shareholders include Egis Projects, Spectra and Redflex. It includes all of the services required for van-operated speed detection, from the deployment of vehicles and staff needed for the operation of speed cameras, to the processing of data collected in a central back office. For Egis, this project is a key reference in the field of enforcement which is developing all over the world, on speed control applications or on free flow toll projects.



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# BRIDGES OF DUBLIN

- everything you ever wanted to know about Dublin's bridges

Have you ever wondered how many bridges cross the River Liffey or which one is the oldest? Well, wonder no more, answers to these questions and many more can be found on Dublin City Council's website: [www.bridgesofdublin.ie](http://www.bridgesofdublin.ie).

Bridges of Dublin was designed to showcase Dublin's unique bridge infrastructure. The site provides a range of information running to over 90,000 words covering the history, design, engineering and interesting facts for each of the current 23 bridges. A spectacular digital archive contains more than 900 photos from the historic to the modern, some of which have never been seen on public display. Sources include the Dublin City Library & Archive, National Gallery, National Library of Ireland, Dublin Port, Fáilte Ireland and the Guinness Archive.

The new website provides an opportunity for all to learn about our rich bridge heritage, from the oldest, Mellows Bridge built in 1688, to the more recently constructed Rosie Hackett Bridge, opened in 2014.

The website won the Best Government and Local Government category at the Irish Web Awards 2013. It was the second year in a row that the Council won the publicly judged award.



## Interesting facts:

- The force on the back cables of the Samuel Beckett Bridge is equivalent to a people load of over 80,000 - a Croke Park full house.
- Island Bridge was originally named Sarah Bridge for Sarah Fane, Countess of Westmorland.
- The keystones on the centre arches of O'Connell Bridge represent Anna Liffey looking westwards and the Atlantic gazing eastwards towards the sea.



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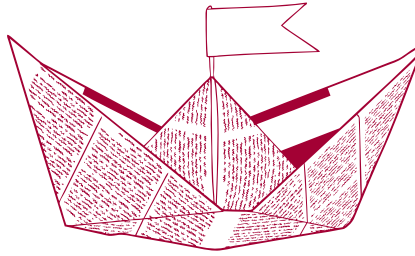
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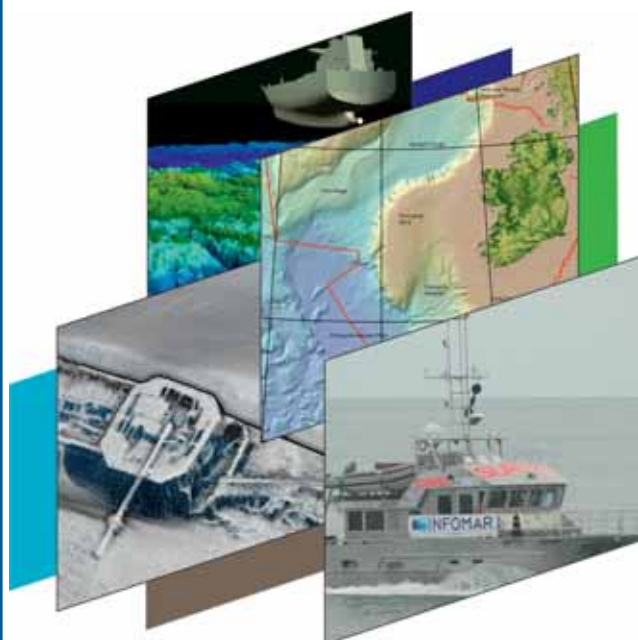
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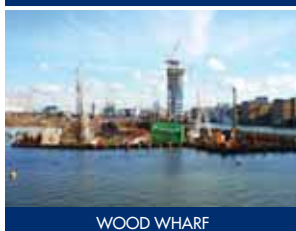
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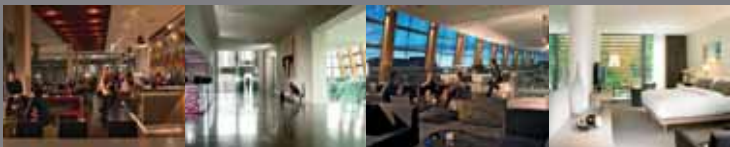


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