



Sustainability Report

2014

Our route to a greener port

*Sustainability: Good for the Economy,
Good for the Environment and Good for Society.*



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



To say Dublin Port Company (DPC) is a sustainable Port implies we have the ability and capacity to operate the Port within the means of our natural systems (environment), without harming other people (society and culture) and to remediate legacy environmental problems.

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



To DPC there are three elements considered when talking about the Environment: Anthropogenic impact on the environment, ecology and preservation of the environment.

The Port has an important and long standing commitment, firstly, to mitigate the negative environmental effects of Port operations and, secondly, to contribute to improving the environment. DPC strives to operate Dublin Port to the highest feasible environmental standards.



CSR is the commitment of the Port to contribute to sustainable economic development – working with employees, the local community and society at large – to improve the quality of life in ways that are both good for the business of the Port and good for Dublin City, its citizens and visitors.

Integration of the Port with the City is one of DPC's main objectives.

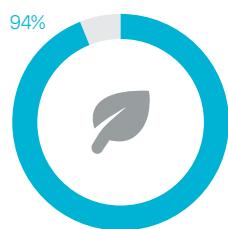
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Foreword by the CEO

Following on from our sustainability report 2013 we now set out our Sustainability Report 2014. 2014 was a very successful year for Dublin Port with 31 million gross tonnes coming through the port. In our last report we committed to setting targets in our economic, environmental and social responsibility in the years ahead. The objective was to operate Dublin Port to the highest feasible standard and our strategy was to utilise the best practice to manage environmental standards (PERS & ISO 14001) and work with customers to positively influence their behaviour. In this second report we outline those achievements and set out new initiatives for 2015.



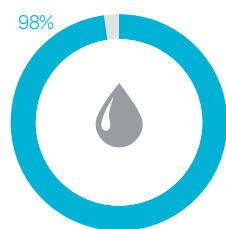
Eamonn O'Reilly
Chief Executive



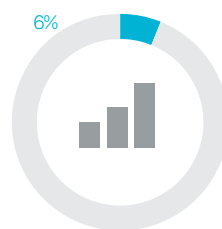
Recycling rate
in 2014



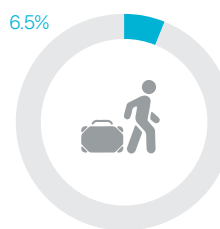
Successful
recertification audit
for ISO 14001 in
September 2014 with
Certification Europe



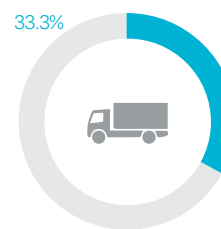
Reduction in
water consumption
from 2007 to 2014



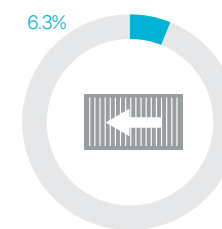
Increase in
company turnover



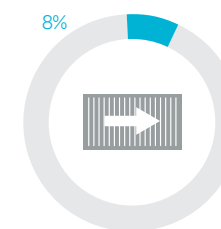
Increase in
passenger numbers



Increase in
Trade vehicles
(cars imported
through Dublin)



Increase in
Imports



Increase in
Exports

How did we perform? - 2014 Initiatives update

What we said:

Development of a magazine to inform staff and the wider community on Company news in the Port.

Develop an air monitoring programme to assist in pattern identification

Research and/or visit leading ports to view their sustainable operations and practices.

Install / update existing Traffic Measurement System to increase accuracy on vehicle classification on primary access routes.

Increase the footfall of the Riverfest held each June Bank Holiday weekend.

Develop a company Franchise Report

What we did:

Dublin Port Company publishes a quarterly magazine called the Mariner which is circulated to all staff, pensioners and is available to the local communities. The first magazine was published in Winter 2013.

Dublin Port Company commenced a one year air monitoring programme to establish a baseline for the quality of the air. The programme commenced in November 2014 and will be completed in November 2015.

A member from our EHS and Corporate Services Functions department visited a leading European port to gather information and advice on the compiling of a sustainability report.

Monitors for traffic counters and classification of vehicle types were installed on Promenade Road entering and exiting the port in June 2014.

56,000 people attended Riverfest in 2014 which is an increase of 18,000 people from the 38,000 people who attended in 2013.

The company's Franchise Report was published in May 2014

What we said:

Contribute to the level of leisure activities within the Port Community

Develop a company intoxicant testing policy with the provision for random testing in line with best practice

Promote the Port Estate as a facilitator for public events

Install 'Live' Cameras of Port Operations to be available online

Continue to promote and improve the Ports presence via Social Media

What we did:

- 100m of marina pontoons installed at North Wall Quay to facilitate the mooring of leisure craft on the River Liffey west of the East Link Bridge. These were installed in May 2014
- River Liffey Kayaking (May – August 2014)
- Irish Sail Training Association, sail training voyages (June 2014)
- St. Patrick's Rowing Regatta (June 2014)
- Stella Maris Rowing Regatta (June 2014)
- Poolbeg Yacht Club Sailing Regatta (June 2014)
- Old Gaffers Sailing Regatta (June 2014)
- Dublin Port Parade of Sail (September 2014)
- The 95th Liffey Swim (September 2014)

This has been completed and the policy is active.

Through social media, Dublin Port Company promoted all events held within the Port Estate during 2014.

In December 2014 Cameras were installed at the Port Operations building. During 2015 these cameras will undergo trial testing and will go live.

Dublin Port Company submits regular updates and information via our Facebook, Blog and Twitter accounts.

Shipping Routes

Being an island, Ireland's primary way of trading is through seaports and airports. Irish seaports handle 99.5% of Irish foreign trade (by volume).

The value of Ireland's merchandise trade is equivalent to 80% of GDP. 84% of goods move through ports. 43% of these goods move through Dublin Port.

Dublin Port is the second biggest industrial estate in Ireland with 4,000 people employed in the Port area.

The largest cruise liner to dock in Dublin Port was the Azura which last visited the Port in July 2011. The cruise ship is 290 metres in length, has a gross tonnage of 155,055 tonnes and carries 3,597 visitors.

Four ferry companies operate up to sixteen sailings daily to the UK from Dublin Port.

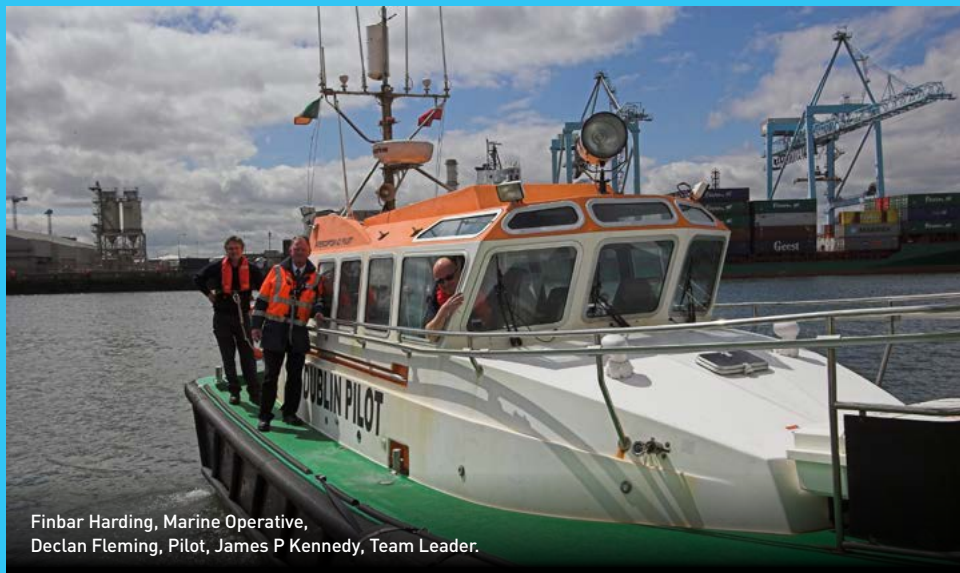
Over 80% of all imports and exports through Dublin Port are transported in containers and trailers.



Paul Clarke, Marine Supervisor



Paul Dorgan, Tug Master



Finbar Harding, Marine Operative,
Declan Fleming, Pilot, James P Kennedy, Team Leader.



80% of Ireland's GDP moves through ports - 43% passes through Dublin Port.



Sean Campion, Marine Operative



Michael Fields, Tug Mate

Antwerp
Argentina
Belfast
Bilbao
Black Sea Ports
Brazil
Bristol
Canada
Cork
Emden
Ghana – Timir
Indonesia
Isle of Man
Le Havre
Liverpool
Milford Haven
Norway
Pembroke
Rotterdam
Spain
Waterford
West Africa – Lagos
Whitegate



*Four ferry companies
operate up to 16 sailings
daily year round to the UK
from Dublin Port.*



Key Events in 2014

In line with DPC's objective to publish an annual environmental report and to assist and promote continuous improvement, DPC put together a Sustainability Team comprising of personnel from our Environment, Health & Safety, Corporate Services and our Finance functions. DPC launched its first annual Sustainability Report in November 2014 reflecting work and figures completed in 2013.



Pascal Donohoe, Minister for Transport, Tourism and Sport,
Lucy McCaffrey, DPC Chairperson, Brian Motherway, SEAI

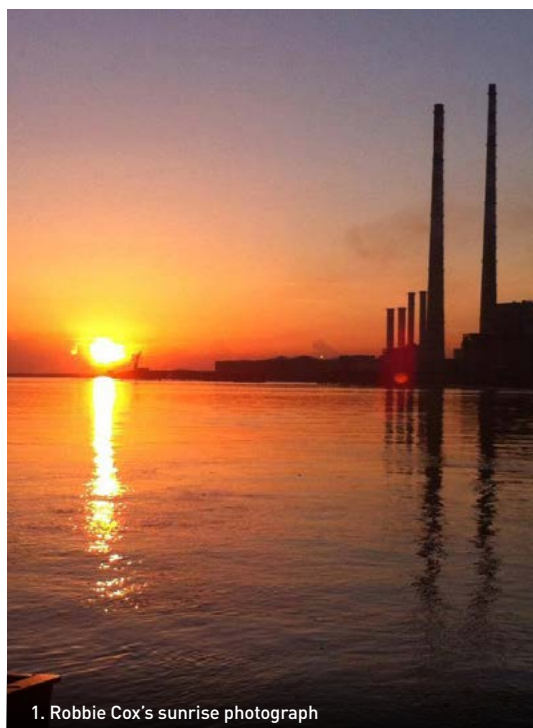
On the 17th November 2014, Dublin Port Company and the Sustainable Energy Authority of Ireland (SEAI) signed a joint energy efficiency agreement. As a member of the Public Sector Energy Partnership Programme, the agreement commits Dublin Port Company and SEAI to work in partnership to achieve a target of 33% energy efficiency savings and improvements by 2020.

Key Events in 2014 continued

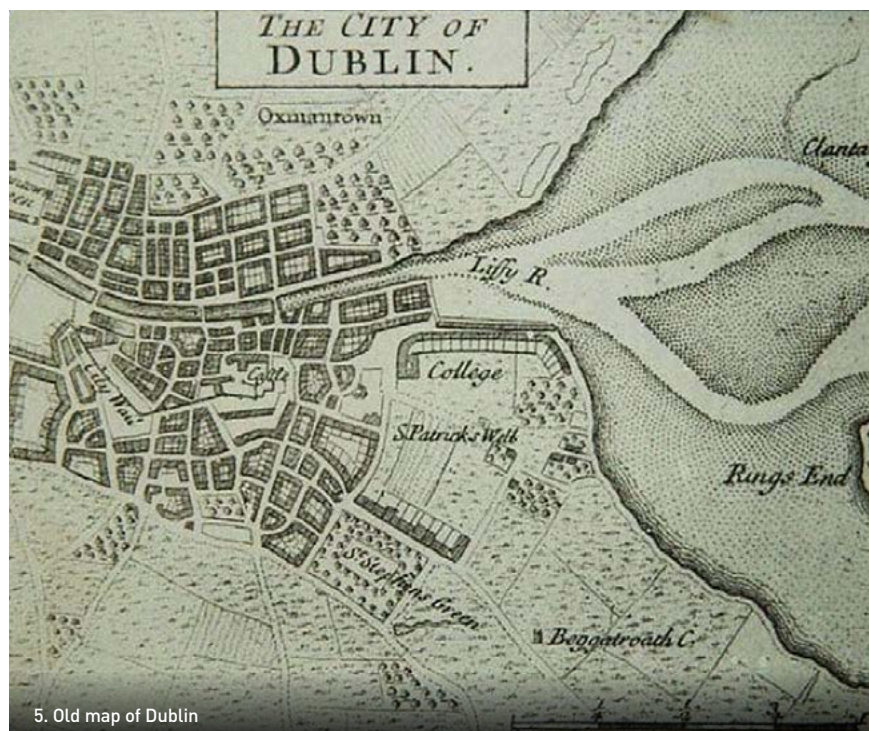
Well Connected

Throughout the past year, Dublin Port Company has remained connected with its stakeholders through social media. See how far our top posts reached...

1.	12.10.14	Robbie Cox's sunrise photograph	15,600 hits	6.	29.07.14	Dollymount Kitesurfing Video	4,500 hits
2.	07.10.14	Full moon photograph	7,700 hits	7.	24.09.14	Garda Car Rally photograph	4,100 hits
3.	Summer	Various cruise ship posts (Robbie Cox's photographs)	up to 7,000 hits	8.	06.10.14	Robbie Cox's Insignia photograph	4,000 hits
4.	12.06.14	<i>Every Picture tells a Story</i> exhibition	5,000 hits	9.	12.08.14	Porpoise post	4,000 hits
5.	29.10.14	Old map of Dublin	4,500 hits	10.	04.11.14	Jeanie Johnston Overhaul	3,600 hits



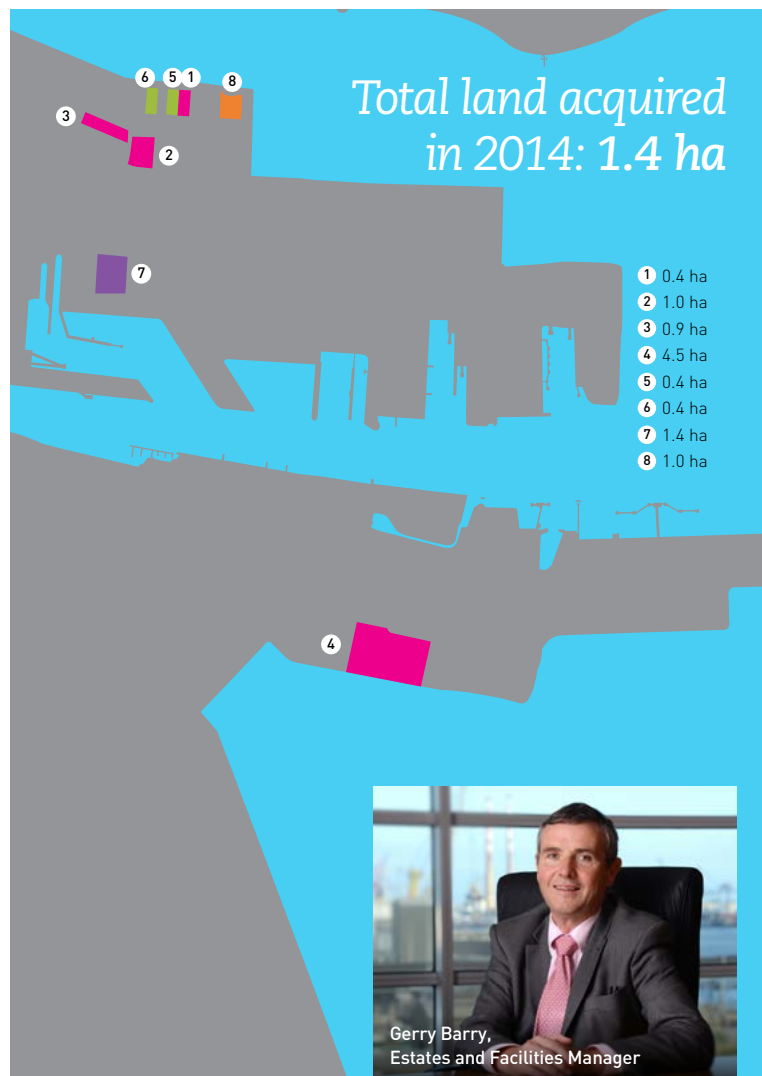
1. Robbie Cox's sunrise photograph



5. Old map of Dublin



FOLLOW US...
Scan the QR code with
your smartphone or go to
www.facebook.com/DublinPortCompany



Land movement in 2014

New tenants in for 2014 were

1.	0.4 ha	South Coast Logistics	Bond Drive Extension
2.	1.0 ha	O'Toole Transport Ltd.	Promenade Road Sub-letting of Blackhorse Transport premises
3.	0.9 ha	Stobart Transport	Bond Drive Extension Sub-letting of Molloy & Sherry Transport premises
4.	4.5 ha	Covanta lands	South Bank Road W.T.E. Project

Premises Vacated

5.	0.4 ha	Smullen Transport	Bond Drive Premises
6.	0.4 ha	Bord Na Móna	Bond Drive Extension

New Premises 2014

7.	1.4 ha	Former Odlums Facility	Alexandra Road
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New site developed

8.	0.8 ha	Former M&S Storage site
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Appointments and Positions during 2014

Rohan MacAllister – Pilot

Bernard Power – Pilot

Louise Lavelle – General Administration Assistant

Colin Webb – Internal Auditor

John Cleary – Marine Operative

Patrick Cunningham – Marine Operative

Seán Campion – Marine Operative

Eugene Wixted – Marine Operative

Plamen Stoyanov – Marine Operative

Wayne Caffrey – Marine Operative

Francis Carroll – Marine Operative

Key Events in 2014 continued

Events 2014

Dublin Port Company hosted and supported various events throughout 2014, such as:

- Irish Sail Training Awards (Jan)
- UNCTAD (United Nations Conference on Trade & Development) 'Train-For-Trade' Programme (Feb)
- RDRD (Ringsend District & Response to Drugs) Annual Drugs Awareness Festival (April)
- River Liffey Kayaking (May – Aug)
- Riverfest (June)
- Irish Sail Training Association, sail training voyages (June)
- Visit of Spanish Tall Ship – Elcano (June)
- Dublin Currach Racing (June)
- St. Patrick's Rowing Regatta (June)
- Stella Maris Rowing Regatta (June)
- Poolbeg Yacht Club Sailing Regatta (June)
- Old Gaffers Sailing Regatta (June)
- Moira Sweeney 'Rhythms of a Port' video exhibition (July)
- Casting of the Spear with The Lord Mayor (July)
- St. Andrew's South Dock Festival (July)
- Dublin Port Rally, Vintage Transport Gathering (Sept)
- Dublin Port Parade of Sail (Sept)
- The 95th Liffey Swim (Sept)
- Dublin Fringe Festival (Sept)
- Open House (Oct)
- Dublin Dockworkers Preservation Society Photographic Exhibition (Nov)

Projects completed in 2014

- Saltwater Fire Main including pump house and electrical works
- Tolka Quay Road Bridge
- Alexandra Quay East Phase III (AQE Phase III)
- No.2 Branch Road South
- Terminal 6 – New Car Compound
- Irish Ferries new freight entrance lane and check in
- Terminal 1 – Watermain replacement and new watermain

Port Tours

Tours of the Port are provided to primary and secondary school children, college students, retired groups, corporates and visiting international students. Tours begin with a presentation which gives an overview of Dublin Port Company and the activities of the Port and is then followed by a tour of the Port Estate, accessing ISPS (International Ships and Ports Security) areas to see the Port in operation.



Port Dublin Port Rally, Vintage Transport Gathering



Some of the Engineering Function

ISO 14001 Certificate

In September 2014, DPC went through a full four day re-certification audit with our new certifying body, Certification Europe. DPC's next surveillance audit is scheduled for March 2015.



CMMS

Dublin Port Company is installing a new computerised maintenance management system (CMMS). This new system is needed to facilitate the management of the Port's 260 hectare estate both by DPC's own staff and by external contractors. The main benefits of the new CMMS application include the following:

- Improved reliability and availability of plant and equipment
- Improved parts and materials availability
- Improved productivity with the implementation of new business practices
- Extend Asset life
- Improved stock management



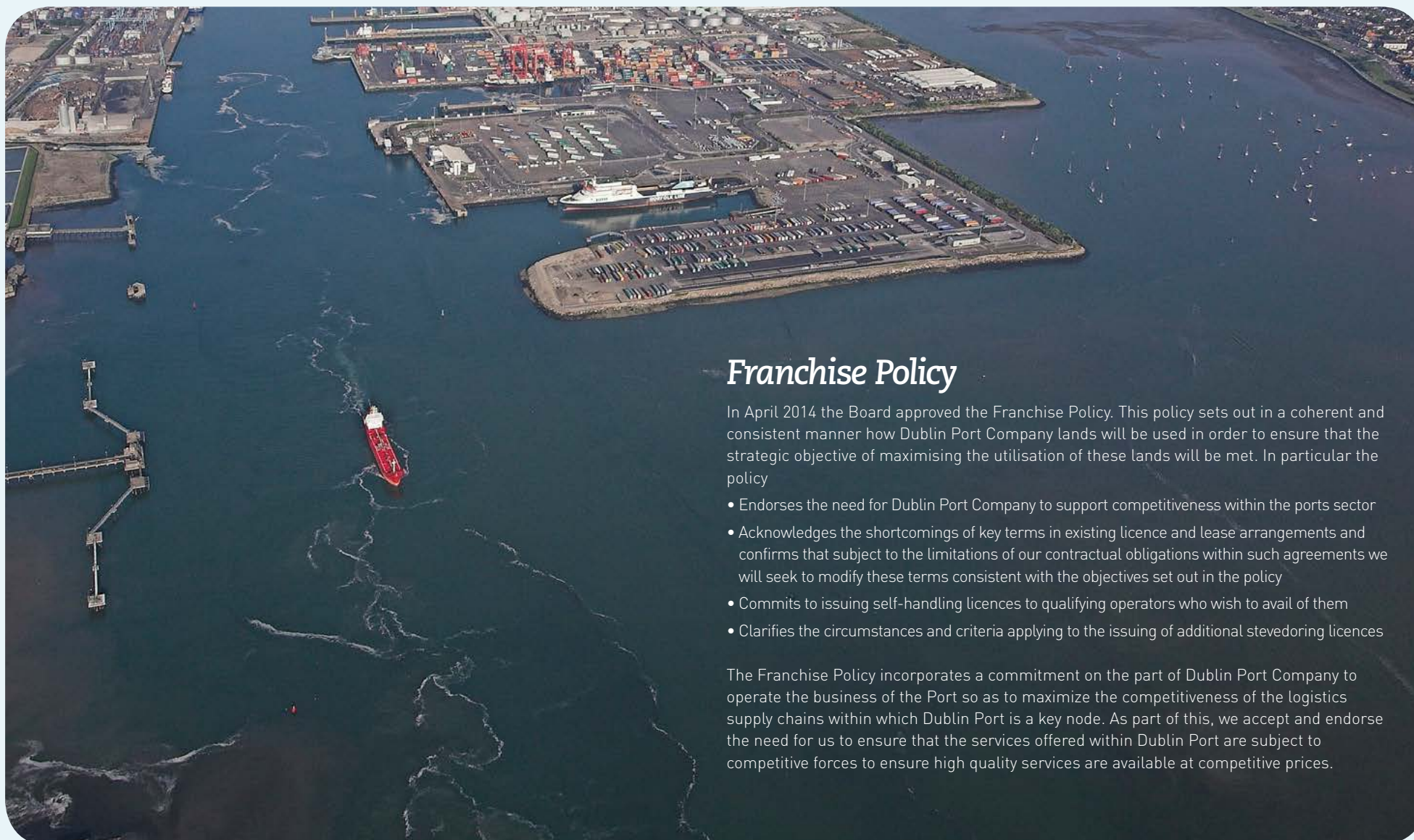
Members of the Maintenance & Services Team. L-R: Mick Wright, John Farragher, Christopher Foley, Dennis Butler, Joe Devlin, Anthony Donoghue, Sean O'Farrell, Anthony Forde, Stephen Collier and Stephen Minto.

Economic Performance

2014 saw our gross tonnage increase by 7% on 2013's figures. The tonnage total of 30.8 million tonnes all but equals our strongest ever tonnage throughput (in 2007). Turnover increased by 5.4% to €72.1m in 2014, driven by our throughput growth. Operating costs increased by 7.9% mainly as a result of accelerated depreciation on assets where future return to the company is considered unlikely. Within this figure, Payroll cost were €0.3m (3.2%) lower at €10.3m, Pension costs were €0.4m lower at €0.5m and Non – payroll costs were €3.1m (12.6%) higher at €28.1m. Our employment number today is 136 employees and reflects our commitment to achieve the strategic objective for Dublin Port Company to employ the correct number of staff, with the required skills and paid at market rate. Achieving this objective requires us not only to reduce the numbers employed, it also requires us to train and up-skill our staff and at times, to employ new people into the company with particular skills and expertise.



Gerard McKechnie
Finance Manager



Franchise Policy

In April 2014 the Board approved the Franchise Policy. This policy sets out in a coherent and consistent manner how Dublin Port Company lands will be used in order to ensure that the strategic objective of maximising the utilisation of these lands will be met. In particular the policy

- Endorses the need for Dublin Port Company to support competitiveness within the ports sector
- Acknowledges the shortcomings of key terms in existing licence and lease arrangements and confirms that subject to the limitations of our contractual obligations within such agreements we will seek to modify these terms consistent with the objectives set out in the policy
- Commits to issuing self-handling licences to qualifying operators who wish to avail of them
- Clarifies the circumstances and criteria applying to the issuing of additional stevedoring licences

The Franchise Policy incorporates a commitment on the part of Dublin Port Company to operate the business of the Port so as to maximize the competitiveness of the logistics supply chains within which Dublin Port is a key node. As part of this, we accept and endorse the need for us to ensure that the services offered within Dublin Port are subject to competitive forces to ensure high quality services are available at competitive prices.

Economic

Financial Highlights and KPIs

Turnover



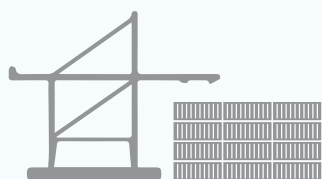
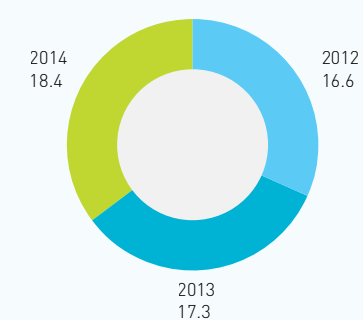
Profit After Tax



EBITDA



Imports (Million Gross Tonnes)



Total Throughput (Million Gross Tonnes)



Vessels – Total Arrivals

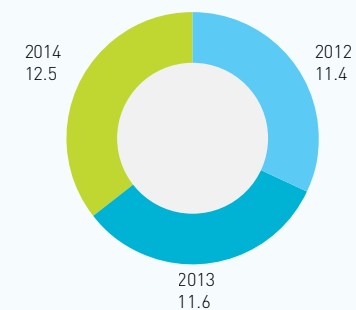


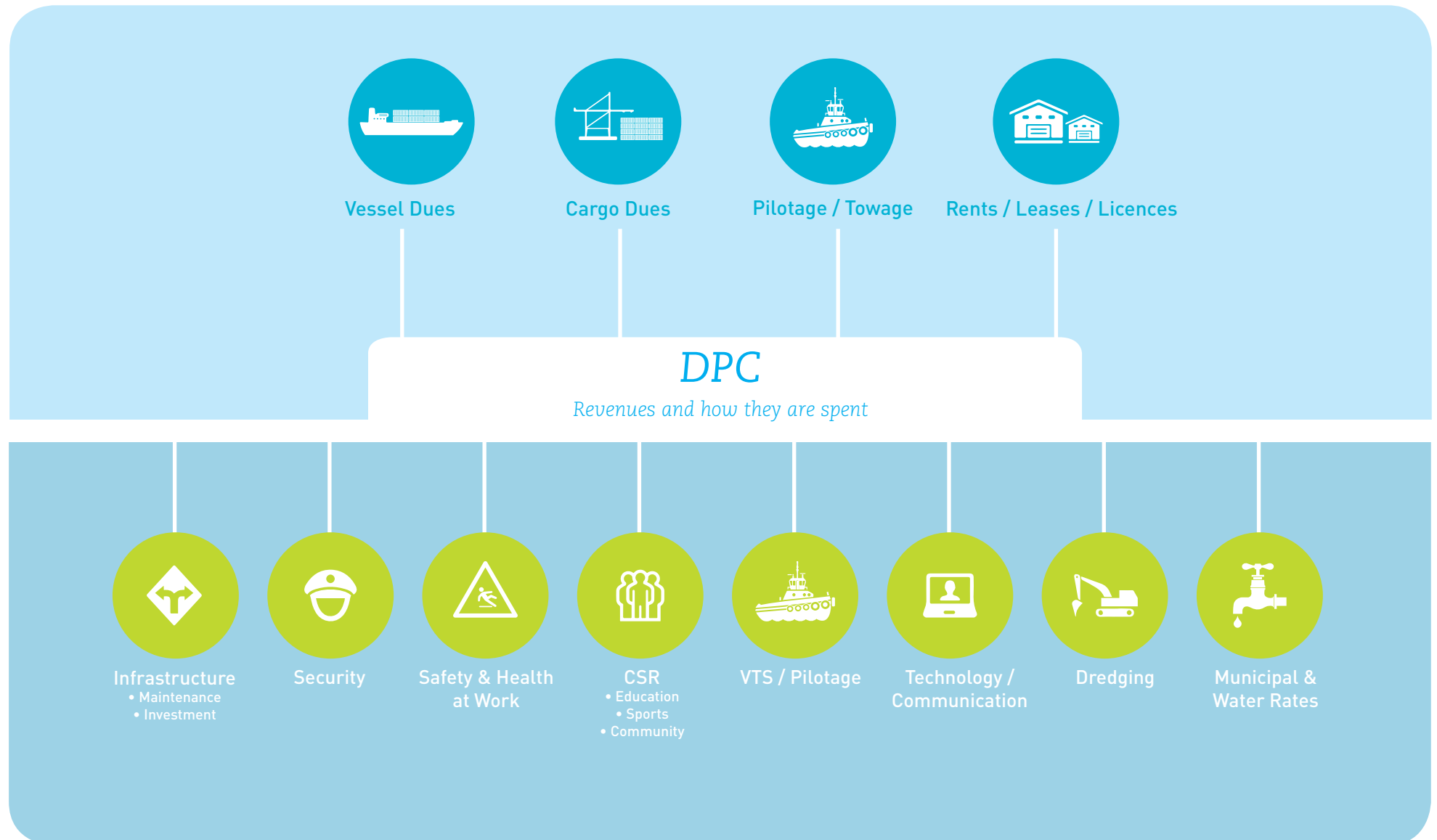
Passenger Numbers (Millions)*



*Total passengers incl. ferry & cruise

Exports (Million Gross Tonnes)





Economic



Capt. Fergus Britton

VTS operations in Dublin Port

Our Assistant Harbour Master Capt. Fergus Britton talks to us about advances in technology and how it has improved the safety and accuracy of shipping movements in the port.

What is VTS and why is it important?

VTS is a Vessel Traffic Service specific to the Marine Industry. One of the main functions of a port is to ensure the safe and efficient movement of all vessels in and out of the port. Critical to this is having an effective method of communication, a clear understanding of: times of vessel arrivals, shifts and departures; the actual position of each vessel within the area, vessels maximum draught, as well as their course and speed, to eliminate the risk of an accident on the water.

Has communication advanced much through the years?

Direct communications with vessels has improved dramatically since the days of the 'hail', where port marine staff made contact with arriving vessels by loud hailer when within shouting range. The introduction of the VHF radio in the 1960s, followed by the shore based ARPA (Automated Radar Plotting Aid) radar in the late 1980s, allowed the port to determine the identity of all commercial vessels moving within its jurisdiction.

In 1997, Dublin Port commissioned a 'state of the art', Vessel Traffic Service, consisting of two shore based radar scanners, one situated on the Bailey lighthouse and one on the old Port Radio building; wind speed and direction indicators; an integrated VHF facility; tide gauge; four monitors each fully integrated and having the latest VTS graphics and I.T. systems. The radar scanners were positioned to eliminate any blind spots. A recording system recorded and stored all the data generated.

How many vessels come in and out of the Port?

In recent years, there has been a dramatic growth in the number of ship movements. There were approximately 7,100 vessel arrivals last year compared to approximately 4,000 in 1990. More critically, however, the size and frequency of ship movements have both increased to such an extent that the entrance channel had reached saturation point. This led to a full review as to how the VTS operates, particularly in relation to the management of vessel traffic movements during these busy periods. Up to the early part of 2004, the VTS could be described as an 'Information Service', where it ensured that essential information is available to those requiring it. Operational demands due to traffic density required that the VTS operate as a 'Traffic Organisation Service', which has an additional requirement to prevent the development of dangerous maritime traffic situations and therefore provide for safe and efficient movement of traffic within the VTS area. In essence this meant that the VTS now controlled the movement of vessels within, into and out of the port.

A protocol detailing vessel priorities was also implemented following consultation with customers. Should vessel movement conflict, the VTS operators use the protocol to establish which vessel has priority. In order to best equip the VTS operators in this role each has received specialised VTS

training in addition to their professional marine qualification. These qualifications are recognised by the International Maritime Organisation.

How have technologies advanced?

A further technological development, which has both facilitated ship identification and basic ship information communication, is the automatic identification system (AIS). This allows the VTS operator to interrogate the radar echo of any vessel fitted with this equipment and to obtain the vessels name, call sign, port of registry course, speed and rate of turn information. It also allows the VTS to better monitor the movement of vessels in its area and reduces the amount of VHF communications required to identify any commercial vessel in the area.

The original STN Atlas (now Signalis) VTS was upgraded in 2009 when the monitors were replaced and the software updated. In July 2013 our Klein management information system was also upgraded. It is anticipated that the MIS from this system will be available for the port's customers to input information and service requests directly on a 24 hour basis. This will mean that the information is always up-to-date. The Klein system will be capable of producing an invoice directly once the service is completed hence reducing the demand on resources and making the process more efficient and sustainable.

The role of the VTS in Dublin Port is very much an evolving one as VTS is tasked with meeting the developing and evolving requirements of the service. The response to date from our customers towards the new VTS has been very positive and we are determined to continue to provide safe and ever more efficient vessel traffic service into the future.

Capt. Fergus Britton
Assistant Harbour Master



Some employees involved with Klein Management System L-R Karen McLoughlin, Conor Farrell, Paul Clarke, Mark Russell, Jacinta Watson, Capt. David Dignam.

Our Map to a Greener Port



2011: Finalist in National SEAI Sustainable Energy Awards.

2014: Dublin Port Company and the SEAI signed a joint energy efficiency agreement to achieve a target of 33% energy efficiency savings and improvements by 2020.



2013: Port Centre Building management system saves 204,000 kWh.



2008: DPC achieves certification in ISO 14001 and Ecoports PERS.

2008: DPC signed World Ports Climate Declaration.



2010: Yearlong Viability testing of electrical vans commenced.



2000: Two Interceptors installed on Promenade Road.



2011: Experimental LED fittings installed on Tolka Quay Road in street lights.



1995: DPC constructs/ upgrades Dolphins for terns.

2013: DPC creates a new site for terns on a floating platform in the Tolka Estuary.



1998: Six Interceptors installed in MTL, Seatruck, Alexandra Quay East, Bissetts

2012: Installation of Interceptor at Ocean pier.

2012: Installation of a Building Management System in Port Centre to increase energy efficiency.



2010: Implementation of a Noise and Weather monitoring programme.



2011: Composite water samplers installed to provide ongoing capability for random sampling of surface water network.



Baseline air monitoring: in **2009** and **2011** air monitoring programmes around Dublin Port Estate were completed.

2014: Commencement of a one year air quality baseline study.



2006: Interceptor Installed on Alexandra Road Extension.
2007: New Interceptor and containment area installed at No.1 Dry Dock and No. 5 Ro-Ro Terminal.



2008: Wind generators and solar panels fitted to North Bull and Poolbeg light houses.



2006: No.1 Terminal energy management review commences.
2010: No.1 Terminal energy project commenced on ramps, marshaling areas and internal lighting.
2012: 11kW wind turbine installed in Terminal 1. In 2013 the turbine produced 20,000 kWh.



2005: Commencement of the Port Estate site environmental audits.



2013: BirdWatch Ireland and DPC launched a programme of waterbird monitoring and research within Dublin Bay between 2013-2016.

Waste Management



2009: 40% of DPC waste was being recycled. This triggered the implementation of a waste management programme.

2014: DPC now recycles 94% of its waste.



2007
 Commenced optimisation of on-site electrical distribution system and removal of excessive high loss transformers.

Commencement of Free Phase recovery to combat historic ground pollution.



2009
 A base-line investigation of DPC's Carbon footprint was completed.



2010
 Additional oil recovery wells installed.



2011
 Extension of Port rail network.



2012
 The Software/ management system IZER was commissioned to assist in monitoring and measuring water leakage.



2013
 Investigation project regarding the possibility of installing ship to shore energy was carried out.



2014
 Signing of Memorandum of Understanding for the establishment of the Dublin Bay Biosphere Partnership to support the designation of Dublin Bay as an official UNESCO site.

Launch of Dublin Port's first Sustainability Report.

Dublin Port Masterplan review – 2014

In 2012 Dublin Port Company published its Masterplan, a framework to guide the future development and operation of Dublin Port up to 2040. The Masterplan examines the existing land utilisation at Dublin Port and provides options for a number of future development proposals.

The first major project from the Masterplan is the Alexandra Basin Redevelopment (ABR) Project. Under the Planning and Development Act 2000-2010, Dublin Port Company has made an application to An Bord Pleanála for a 10 year permission for the redevelopment of Alexandra Basin West; Berth 52/53; and the deepening of the port's shipping channel. The proposed project is for phased redevelopment works to reconfigure some of Dublin Port's current infrastructure and existing use of space to increase land and berth capacities for freight, ferry and cruise ships.

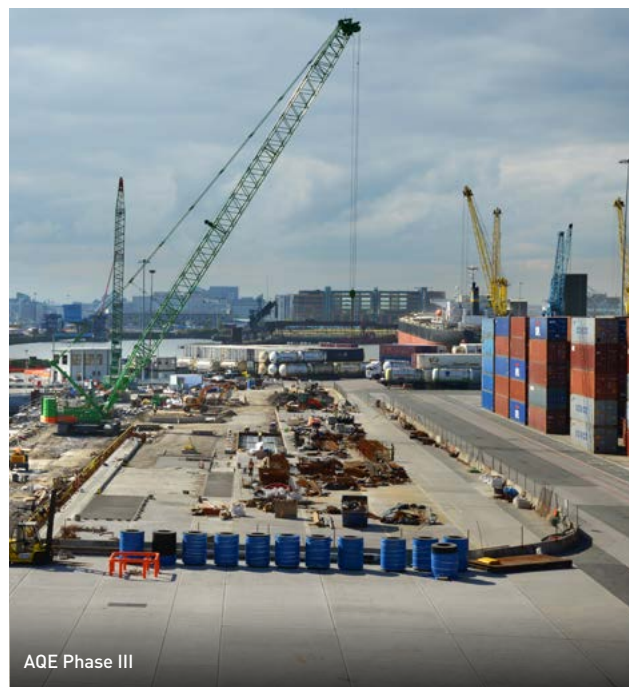
An Environmental Impact Statement and Natura Impact Statement were prepared as part of the application. These documents assess the impact arising from the development on the environment and proposed mitigation measures as required. Public Information days were held in March 2014 over a three day period in Clontarf, East Wall and Ringsend. These were to look at the implications of the proposed development for proper planning and sustainable development of the area concerned, the likely effects on the environment of the proposed development and likely significant effects of the proposed development on a European site.

We anticipate a decision by An Bord Pleanála on our Alexandra Basin Redevelopment Project Planning application in 2015.

During 2014, we completed a number of Masterplan projects:

- The third and final phase of the 400,000 TEU per annum Alexandra Quay Container Development.

- Completion of a new firewater main in the Port to provide additional capacity to safeguard the Port's petroleum storage facilities and also to facilitate future developments.
- Completion of a 4.4 hectare dedicated trade vehicle storage facility to support our rapidly recovering trade vehicle import business.



AQE Phase III



Ro-Ro



Actual 2010	Forecast 2040	AAGR
16.4m tonnes	41.9m tonnes	3.2%

Lo-Lo



Actual 2010	Forecast 2040	AAGR
6.3m tonnes	10.5m tonnes	1.7%

Bulk Liquid



Actual 2010	Forecast 2040	AAGR
4.0m tonnes	4.0m tonnes	0.0%

Bulk Solid



Actual 2010	Forecast 2040	AAGR
2.1m tonnes	3.5m tonnes	1.8%

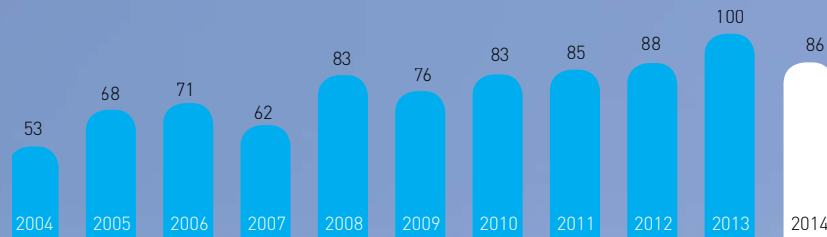
Break Bulk



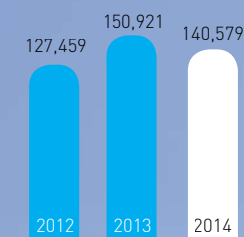
Actual 2010	Forecast 2040	AAGR
0.1m tonnes	0.1m tonnes	0.0%

Cruise Vessel Numbers

Trend in Dublin Port's cruise business 2004 to 2014



Cruise Passengers



Top Cruise line visits in 2014

1. Ruby Princess (9 visits)
2. Celebrity Infinity (5 visit)
3. Marco Polo (4 visits)
4. Bioudicca (4 visits)
5. MSC Magnifica (3 visits)
Ocean Princess (3 visits)



David Dignam, Harbour Master



Top 5 largest Cruise ships to visit Dublin Port in 2014

1. Norwegian Star (294.13m)
2. Celebrity Infinity (294.00m)
3. Msc Magnifica (293.80m)
4. Emerald Princess (288.61m)
5. Ruby Princess (288.59m)



Some of the Land Operations Team. L-R: Anthony McGovern, Noel Murphy, John Fairley, Lynette Harcourt, Patrick Stapleton, Tom Keogh, Thomas Kavanagh, Maurice O'Beirne.



Sustainable Relationships

In our first sustainability report we contacted various stakeholders for their views on sustainable growth within Dublin Port and what they believed was DPC's priority for investment and their expectations for DPC's Sustainability work. The responses received were included in our 2013 Sustainability report. The questions and the most common responses gathered from the stakeholders are summarised below with an update on what we have achieved throughout 2014 to build upon a more sustainable port and to satisfy our stakeholders expectations.

Question 1: What is DPC's most important investment if we are to achieve sustainable growth together?

Stakeholders: Utilisation and maintenance of existing infrastructure

DPC: The opening of Terminal 6 during 2014 which is used for the storage of trade cars on East Wall Road releases valuable land closer to the water. The upgrade of Alexandra Quay East has increased the TEU capacity in this facility. In addition to this upgrade/minor road improvements were completed, as shown alongside.

Stakeholders: Continued maintenance of research and improvement programmes focused on studying the relationship between the Port and nature and ensuring environmental legal and international best practice compliance.

DPC: Dublin Port Company continued to support the Dublin Bay Birds Project in partnership with BirdWatch Ireland. We have also installed a new Tern Nesting Pontoon on the northern perimeter of the Port Estate.

Description and Location of work completed

Removal of obsolete traffic island and asphalt resurfacing. Alexandra Road at junction with No.1 Branch Road North
Repairs adjacent to rail tracks and in centre of carriage way, multiple locations. Alexandra Road between No.4 Branch Road and No.1 Branch Road North
Unravelling surface and broken asphalt joint – remove and re-lay strip. Ocean Pier Central Roadway towards Rubb Shed
Repair damaged road section full width of road eastbound and westbound carriageways. Tolka Quay Road, immediately to East of No.2 Branch Road
Civils works for rail removal of rail tracks at The Point Depot Roundabout. Point Depot Roundabout
Surfacing of area for removed rail tracks at The Point Depot Roundabout. Point Depot Roundabout
Patch repair of damaged asphalt surfacing. P&O container stacking area
Texturing of polished concrete surface to increase skid resistance. P&O exit lane at bends approaching office building and bend onto East Wall Road junction
Surface remedial works, joint re sealing, re setting and replacement of ironworks. Berth 33 cruise access area
Remove failed concrete surfacing, replace with asphalt, re set frame and covers. Access to McCairns Yard alongside Stack R, surfacing to rear of Bord Na Mona Shed
Repairing damaged surface at gateway into Texaco Yard. Texaco Yard entrance gate opposite No. 3 Branch Road
Replacement of sunken surface strip from HGVs. Terminal 5
Removal of broken up cobble and replacement with asphalt surfacing, surface remediation at junction where asphalt surfacing unravelling and potholed. Ocean Pier, Junction & Cobble Section to East of Junction for 33 Berth
Resurfacing life expired asphalt surface course and cobble section. Ramp 8 transition area, and junction adjacent to ramp
Emergency Surfacing works on Irish Ferries Freight - broken cobble section. Irish Ferries / IF Freight Compound
Surfacing Works to reinstate duct tracks and to building founds at new Fire Main Pump House in DFT beside Ramp 1. DFT adjacent to Ramp 1- New fire main pump house
Shallowing of Speed Ramps on Approach Road to Seatruck. Approach to Seatruck
Microasphalt surface to footpath on No.2 Branch Road. No.2 Branch Road
Western Oil Jetty - microasphalt to walkways, line marking and symbols to walkways. Western Oil Jetty
Repairs to Cobble Area Irish Ferries Freight. Irish Ferries / IF Freight Compound
Repairs to surfacing in Crosbies' Old Yard Per MW walkabout and request. Crosbies' Old Yard
Repairs to Potholes at Topaz Roundabout and Surfacing patch repairs on Tolka Quay Road Western End. Tolka Quay road, western end at No.1 Branch Road and northbound LH lane approaching roundabout from swept bend
Ducting and fence post patching. Irish Ferries / IF Freight Compound
Slurry sealing of alligator cracked surfacing. Irish Ferries / IF Freight Compound

Question 2: What do you expect or hope to see from DPC's sustainability work?

Stakeholders: Promotion of Cruise Liners in Dublin City

DPC: Dublin Port Company continues to promote cruise liner visits to Dublin Port in partnership with Dublin City Council. DPC's submission for the ABR Project (which includes the development of cruise berths) to An Bord Pleanála in March 2014 encourages and supports an increase in cruise liner visits and is further proof of our commitment to promote cruise tourism into the city.

Question 3: What actions or investments by DPC on sustainability do you regard as being of greatest importance?

Stakeholders: Review of existing road/ port infrastructure

DPC: During 2014 DPC carried out major improvement works on Alexandra & Breakwater Road. In addition to this, DPC have drawn up plans to improve the traffic management within the Common User Areas of the Port Estate with an upgrade to No.2 Branch Road completed to facilitate same.

Stakeholders:



1.



2.



3.



4.



5.



6.



7.

1. **Gerard Gaffney**
Head of Container Terminal Operations
(Ireland), Marine Terminals Ltd.

2. **Lynette Harcourt**
Clerical Officer and Chairperson of the
Survey Working Group, DPC

3 **Pat Ward**
Head of Corporate Services, DPC

4. **Billy Goodwin**
Freight and Passenger Manager, Stenaline

5. **Bernadette Brazil**
Environmental, Health & Safety Specialist,
DPC

6. **Joe Cochrane**
Financial Controller, Hammond Lane Metal

7. **Paul Bates**
Director, DPC

Environment

During 2014, as part of our ISO 14001 certification DPC completed a one day surveillance audit in April and a four day re-certification audit in September. DPC was re-accredited to ISO 14001 for a further three years due to positive and proactive Environmental Management. DPC's next surveillance audit is scheduled for March 2015. In September, DPC signed an MOU with local authorities to establish the Dublin Bay Biosphere Partnership with the aim of extending the existing Biosphere designation at North Bull Island to include Dublin Bay. In November, Dublin Port Company and the Sustainable Energy Authority of Ireland (SEAI) signed a joint energy efficiency agreement which means Dublin Port Company and SEAI will work in partnership to achieve a target of 33% energy efficiency savings and improvements by 2020.



Bernadette Brazil
Environmental, Health &
Safety Specialist

Dublin Port Company considers three elements when talking about the Environment: Anthropogenic impact on the environment; ecology; and preservation of the environment.

DPC has an important and long standing commitment, firstly, to mitigate the negative environmental effects of Port operations and, secondly, to contribute, where possible, to improving the environment. Operating DPC to the highest feasible environmental standards is of paramount importance. To assist DPC to maintain high standards it undergoes audits bi-annually against the internationally recognised environmental standard ISO 14001. In September 2014, DPC went through a full four day re-certification audit with our new certifying body, Certification Europe. DPC's next surveillance audit is scheduled for March 2015.

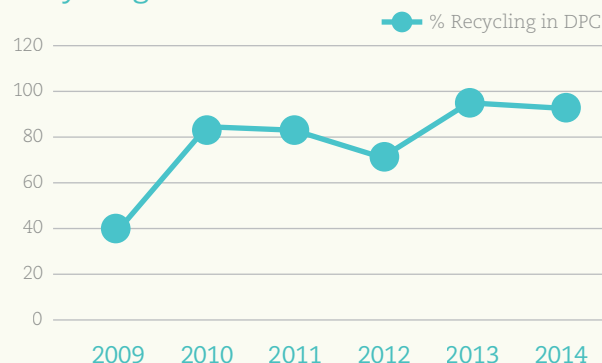
DPC also implement the Port Environmental and Review System (PERS). This is the only port-sector specific environmental management standard and is independently verified by Lloyd's Register. DPC will be submitting an application for re-certification of PERS in March 2015.

ISO 14001 and PERS both require us to continually strive to make port operations as sustainable as possible. We take our lead in this regard from best practice in European ports and most particularly from our active involvement in the European Sea Ports Organisation (ESPO).

Waste

Waste management is held in high priority within DPC and during 2014 we reached a recycling rate of 94%. An investigation into the slight reduction of our recycling rate in 2014 compared to 2013 will be undertaken during 2015.

Recycling %

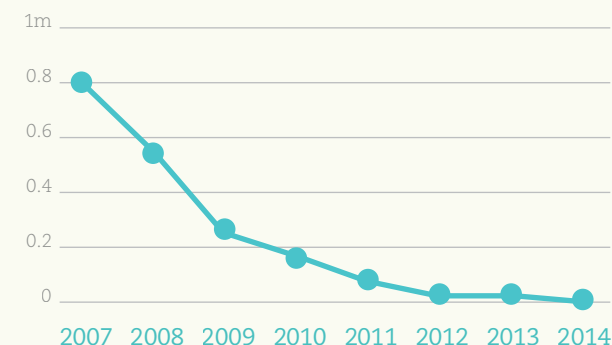


Water Management

Our ongoing water consumption reduction programme over recent years has enabled us to achieve a 98% reduction in water consumption by the systematic elimination of leakages in our 260 hectare estate.

Water Sampling: Monthly samples of surface water effluent and potable water are taken by the DPC Water Team and tested by an independent laboratory. Results are reviewed on a monthly basis.

Metered Water Levels per year (Tonnes m³)

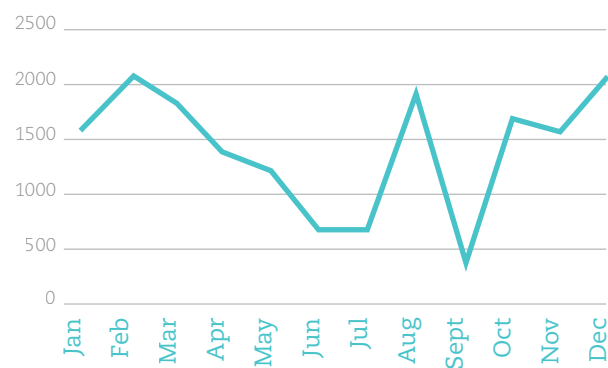


Environment

Energy

The wind turbine (11kW) which we installed in 2012 has produced a total of almost 34,000kWh over 2013 and 2014, an average of 46.5kWh per day. Considering that the average house in Ireland consumes 9.04kWh per day this is equivalent to powering just over five houses per day. An example of how we monitor our wind turbine performance can be seen on the following graph:

Wind Turbine performance 2014 output (kWh)



In last year's sustainability report we briefly discussed the investigation of the installation of a second wind turbine to further increase carbon savings. Investigations commenced in 2014 with results on the feasibility and benefits expected during 2015.

Air Quality

We commenced a one year baseline study on air quality around the Port Estate.

Upon review of the air and dust monitoring programmes which were previously undertaken at Dublin Port Estate, it was evident that a year-long monitoring programme would be beneficial for a number of reasons:

- Enable Dublin Port to analyse results against previous programmes to determine any significant improvements or deteriorations in air quality,
- Assist in the identification of sources and development of an action improvement plan if required and;
- Determine the air quality at the border between the port and the city in an effort to distinguish between Port and City generated air pollution.

In addition to the above, it is also beneficial to establish a full year's baseline study prior to the possible inclusion of the Irish Sea Region into the EU's Sulphur Exclusion Control Area (SECA).



Brian Sheridan and Sean Greagsby



Monitoring Locations

- A1 to A18 installed for NO_x, SO₂ and Particulate Matter using diffusion tubes
 - Comparable results over Summer and Winter will be obtained
 - Monitoring locations include the border between the port and the city and along the Quay edge to include Ships emissions
- D1 to D7 Dust Monitoring
 - D1 – D4 Directional gauges around estate boundary (to identify direction of dust)
 - D5 – D7 Dust Deposition at selected locations within the Estate (to identify dust content and quantity)

River Liffey Clean Up Project 2014

Following the success of the 2013 River Liffey clean-up, Dublin City Council and Dublin Port Company organised a further joint operation consisting of six phases between May and September 2014.

Due to the previous year's operation the quantity of waste was less, however the scope of the operation was lengthened as far west as the Séan Heuston Bridge.

In total 15 truckloads of extraneous material was removed.

Phase 1 - Rory O'Moore Bridge to Frank Sherwin Bridge

Phase 2 - Rory O'Moore Bridge to Fr. Matthew Bridge

Phase 3 - Fr. Matthew Bridge to O'Donovan Rossa Bridge

Phase 4 - O'Donovan Rossa Bridge to Liffey Bridge
(Ha'penny Bridge)

Phase 5 - Liffey Bridge (Ha'penny Bridge) to O'Connell Bridge

Phase 6 - Under Séan Heuston Bridge and approximately
3 metres' either side



Dublin Port Company Land Operations Function & Dublin City Council

Birds and Habitats

Dublin Bay is an internationally important wetland complex, and includes an extensive Special Protection Area (SPA) based on the wintering waterbirds that it supports. It is internationally important for Light-bellied Brent Goose *Branta bernicla hrota*, Knot *Calidris canutus*, Black-tailed Godwit *Limosa limosa* and Bar-tailed Godwit *Limosa lapponica*, and supports nationally important numbers of a further 18 species. In our last Sustainability Report we provided details on the Dublin Bay Birds project which commenced in 2013. DPC is supporting Bird Watch Ireland (BWI) to complete this 3.5 year programme which monitors and researches the waterbirds within Dublin Bay. The programme involves comprehensive counts and observations.

1. Core counts

The highest peak that was recorded in 2014 was almost 27,000, and this was in January. This impressive number of waterbirds is consistent with other monitoring projects. In total, 42 waterbird species were recorded across all core surveys, with the highest species diversity occurring between November and February.

2. Colour-ringing

In total, 242 waders were caught, and 132 individuals of the target species were colour-ringed in the 2014 winter season. This brings the total number of birds colour-ringed since February 2013 to 396. Of the 396 birds that were colour-ringed, a high proportion (73%) have been spotted again, at least once, and some birds have been seen 20 times or more. This information enables BWI to track specifically how these birds are using the resources in Dublin bay and will lead to the identification of areas that are particularly important.

The majority of all sightings that were submitted to us were from locations within Dublin Bay, but re-sightings have also been reported from Scotland, Iceland, the Faroe Islands and Norway. This adds an interesting international context to the project and allows us to ascertain where these Dublin-wintering birds are breeding.

3. Breeding terns

Common Terns and Arctic Terns have been known to breed in the Dublin Port area since at least 1949, and each year since 1994, the breeding Common and Arctic Terns at Dublin Port have nested on two isolated structures situated on the south side of the port. In 2013, a raft was customised to accommodate breeding terns and was floated on the Tolka estuary.

Throughout the port, there were 477 Common Terns nests and 76 Arctic Tern nests and a total of 315 nestlings were ringed. Despite predation early in the season, when at least 42 eggs were taken by an avian predator, a reasonably good level of productivity was achieved, with an estimated 0.94 for Common Terns and 0.62 young per egg-laying adult for Arctic Terns. The number of Common Terns nests is higher than in 2013, but lower than the previous two years. A total of 76 Arctic Tern pairs laid eggs this year, which is the highest since records began in 1995.

4. Gulls

A total of 29,564 gulls were recorded at roost in Dublin Bay in February 2014. This is lower than recorded in previous surveys, for example a high count of 41,293 was recorded in 2009 and 42,228 in 2012 - but a direct comparison is not possible, as both of these earlier surveys covered a larger area than the current project. We are hoping to address this difference during future surveys.

Environment

5. Post-breeding, roosting Terns

Five species (Black Tern, Roseate Tern, Common Tern, Arctic Tern and Sandwich Tern) were recorded during the dusk surveys August and September 2014.

A peak count of 2,264 terns was recorded on the 19th August. The numbers of roosting terns recorded as part of this project are broadly consistent with a previous survey in 1999 when 3,948 terns were recorded. However, these numbers are much lower than the peaks of 11,700 and 9,025, which were recorded in 2006 and 2007.

It is likely that there is considerable turnover in the roosting flocks throughout the post-breeding season, and that particularly high numbers are present only on some evenings, and therefore may be missed by the current survey methodology, which includes six counts per season. We have shown through ringing work that Sandymount Strand supports terns not just from the Dublin colonies, but from at least as far away as Norway and the Netherlands.

Focused observations

A series of additional surveys are taking place in the proximity of the port area (between the two sea walls) and will continue on a seasonal basis for the duration of the project.

- All-day surveys
- Gull roost surveys
- Tern foraging movements
- Spring low tide observations
- Monitoring of breeding terns
- Monitoring of post-breeding tern aggregations
- Wader catching and ringing
- Radio-tracking
- Wader re-sightings database

For further information please see <http://dublinbaybirds.blogspot.ie/>



Oystercatcher IV with colour rings (Photo Richard Nairn)

Dublin Bay Biosphere Partnership

During 2014 Dublin Port Company signed a Memorandum of Understanding (MOU) with Dublin City Council, Dun Laoghaire Rathdown County Council, Fingal County Council and National Parks and Wildlife Service. The MOU established the Dublin Bay Biosphere Partnership. The partnership has been developed with the aim of extending the existing Biosphere designation from the North Bull Island to Dublin Bay with the core areas defined by the Natura 2000 Network. The Dublin Bay Biosphere Partnership will oversee the collaborative planning, preparation and implementation of a Strategic Plan to fulfil the principles and aims of UNESCO's 'Man and the Biosphere' programme.

Dublin Port Company is delighted to be part of this programme which will improve education and awareness of the significance of Dublin Bay in terms of natural and cultural heritage; promote the Biosphere Reserve as a destination for sustainable tourism and recreation and develop; and implement a five year conservation works programme for key sites within the Biosphere Reserve.

Continuous Improvement in Energy resource management

Dublin Port Company focuses on reducing its carbon footprint and energy use in line with its internal commitment to proactively manage environmental challenges through the continuous improvement methodology of its certified Port Environmental Review System (PERS) and ISO 14001 environmental management system.

There are synergies between good environmental management practices (ensuring effective and efficient energy use), good engineering practices (extending the life and reliability of equipment) and good commercial practice (cost savings). The projects discussed below were submitted for the Sustainable Energy Awards and are good business case examples of what can be achieved with a small investment, through innovation and staff enthusiasm and commitment.

The discipline of ISO 14001 through the annual setting of Objectives and Targets was the principal methodology used for managing the drive in the estate energy reduction management programme. DPC underwrote this commitment further by signing the C40 World Ports Climate Initiative declaration in Amsterdam in July 2008. On the 17th November 2014, Dublin Port Company and the Sustainable Energy Authority of Ireland (SEAI) signed a joint energy efficiency agreement. As a member of the Public Sector Energy Partnership Programme, the agreement means DPC and SEAI will work in partnership to achieve a target of 33% energy efficiency savings and improvements by 2020. DPC has an energy plan for 2015 which includes preparation for ISO 50001 and this will be carried out with the assistance of SEAI.

Whilst DPC has a large electrical energy consumption, the demand is spread over a number of separate metered supplies in the 260 hectare estate. The more significant energy consuming units include the Terminal buildings, Port Centre

Head Office, Ship to Shore Ramps, High Mast Lighting and reefer (refrigerated container) power supplies. Projects to reduce the demand of these units are ongoing.

An example of one of these projects is the energy reduction through improved control methodology for the No.1 ship to shore roll-on roll-off (Ro-Ro) ramp, which was completed in March 2010.

This significant piece of infrastructure is a two tier ramp that facilitates double deck discharge of HGV's and cars from the UK.

Occasionally the ramp machinery was left running idle between sailings and this factor together with the design of the system which left the ramp's four large 30 kW motors running continuously on low load for tide control purposes when the vessel was alongside, not only used energy inefficiently but also very significantly caused accelerated wear and tear on the equipment.

To compute the significance of the electrical inefficiencies a data logger was fitted to Ramp No.1 and a breakdown of the relationship between energy use and ramp operation was recorded. This information showed that in a 24-hour period the ramp was in use 61% of the time; however within this period it only actually moved 4% of the total time. Furthermore the 4% utilisation time took 19% of the energy whilst the stand-by period used 73% of the energy. The data enabled DPC to address the issue for good resource management reasons and also to reduce the significant non-essential operation of the hydraulic system, increasing its longevity and reliability. The total daily consumption was measured at 291.5 kWh.

How was the project implemented?

Fitting variable speed controllers on each of the four motors would allow multiple switching of the motors which would enable them to work on an on-call basis for tide following (approx every six minutes), thus increasing the ramp's efficiency.

The Senior Electrical Supervisor project managed the challenge. The opportunity was also taken to enhance the operator interface and install back-up PSUs (Power Supply Units) for the control system. The work was commissioned, executed and validated with the necessary challenge of keeping the ramp continuously in service.

Following completion, the system was again monitored for a 24-hour period and the results showed the total daily consumption was now 102.5 kWh. This indicated an estimated 35% annual power saving in the drives of 68,985 kWh. It also significantly reduced the maintenance requirements for the equipment.

Evaluating the energy reduction required a comparison of pre-works measurements with measurements taken post-works. This necessitated comparing the twelve month period of April 2009 / March 2010 with April 2010 / March 2011. In 2014, the ramp continues to provide savings.

The potential for replicability arising from the success of this project.

The control innovation on No.1 ramp has been replicated on both No. 9 and No. 5 ramps (used primarily by Irish Ferries).

DPC's Commitment to Reducing Electrical Energy Consumption

DPC's commitment to reducing energy costs is not only environmentally proactive but enables the company to drive business value for customers, ensuring they receive a cost-effective service which assists them further in facilitating the competitive movement of goods through Dublin Port. The following projects were undertaken by DPC to increase energy efficiency with the Port Estate.

- The reorganisation of Port Estate electrical loads, thereby making a number of the older transformers with their high 'low load' losses redundant.
- Removing a mercury arc rectifier unit (1000A, 500V DC) from active duty (reviewing the possibility of a museum piece for industrial heritage).
- Using both solar and wind energy to power both the North Bull and Poolbeg lighthouses.
- Fitting a new Building Management System (BMS) control and Variable Speed Drives (VSD) to the main head office building (Port Centre). Improving the building management control in the Maintenance and Services Building for heating, air compressor usage and installing PIR/PEC lighting control.
- Conducting trials with electric vans.
- LED Street lighting.



Ciaran Callan, Maintenance
& Services Manager

Social Contribution

Dublin Port Company's commitment to its corporate social responsibility (CSR) programme is underpinned by the policy set out in the company's strategic plan 2012 to 2016. Within the strategic plan, CSR is defined as the commitment of the Port to contribute to sustainable economic development – working with employees, the local community and society at large to improve the quality of life, in ways that are both good for Dublin City, its citizens and visitors. The CSR policy approved by the Board sets a target for Company's cash contribution to CSR activities at 1% of Profit Before Tax. In keeping with this commitment, Dublin Port Company is keenly aware of the strong connection with local communities which has been established over many years. Dublin Port Company's CSR programme comprised in the main three areas of support as follows: Education, Community, Sport



Charlie Murphy,
Communications Manager

Corporate Social Responsibility – 2014

Dublin Port Company commenced their CSR programmes in 2000.

Since 2000 our programmes have increased steadily under three pillars:

- **Education:** supporting local infant, primary and secondary schools
- **Community:** supporting various local groups
- **Sport:** supporting local sporting clubs and events

DPC believes the investment made through sponsorship and volunteering of staff in our chosen three CSR pillars has improved the educational and social life of the communities surrounding Dublin Port.

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

In 2012 the Company established the CSR Advisory Group, the group was set up to assess the effectiveness of the Company's CSR spend through presentations and site visits to the various schools, community groups and sporting clubs. The CSR policy approved by the Board sets a target for the Company's cash contribution to CSR activities at 1% of Profit Before Tax. Over the course of 2014 the CSR Advisory Group has continued the process of assessing our CSR programmes with a view to bringing forward recommendations to the Board as to the appropriate level of expenditure on CSR activities and in particular the split of expenditure across the main categories of spend.



L-R: Charlie Murphy, Pat Ward, Edel Currie, Eimear Dunne, Micheal Lennon, Louise Lavelle



Social Contribution

Education

DPC's Scholarships Programme

Since the commencement of the programme in 2001 over 600 students have received financial support for their third level education. Applications for the academic year 2014/2015 for support were received in September 2014, interviews were held, each application were objectively assessed by an independent interview panel. Those who succeeded at interview received financial support to begin their third level education. Continued feedback from students receiving financial support is very positive, most students would say, "It would be impossible for them to continue their education without the financial support, enabling them to purchase books, bus/train tickets and provide for general expenses."

National College of Ireland, Early Learning Initiative

Dublin Port Company sponsors the PCHP (Parent Child Home Programme), this programme was set up to envision a world where every child enters school ready to succeed because every parent has the knowledge, skills and resources to build school readiness where it starts: in the home.

PCHP takes place twice weekly for half an hour in the child's home over two years. Parents and toddlers aged from 18 months up to 3 years old attend (selected on referral and needs based criteria). The group provides activities, rhymes and books to support parents and toddlers to learn through play together. The curriculum is child-centred, play based and incorporates the principles of Aistear - The National Framework for Early Learning - to support toddlers learning through play; encourage attentive parenting; increase parent

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

Ringsend College – iPad Programme

Both Ringsend College and DPC recognise the ever expanding role of technology in the workplace and society in general. With this in mind, the use of technology in the classroom is a natural and necessary progression. Following on from a previous investment by DPC in Whiteboard technology in the primary schools in Ringsend, DPC sponsored the iPad Programme launched by Ringsend College to ensure that students progressing from primary school could continue to learn with the aid of technology. Ringsend College approached DPC with a proposal to invest in an iPad programme which would allow the 'new' students coming from the primary school to continue their education through continued use of an iPad. DPC agreed to sponsor the programme over a five year period this would allow the students to receive their own iPad when commencing second level education in September 2014. Each student pays a weekly dividend back into the iPad account over the five years, this allows for the next group of 'new' students to receive an iPad on commencement of their second level education and it also gives ownership and responsibility to each of the students for their own iPad.



Ringsend College - iPad Programme

Community

DPC sponsors various community groups in the local areas, ranging from family drug support to summer projects, youth clubs, pensioner outings and community festivals.

RDRD (Ringsend & District Response to Drugs)

RDRD has received financial support from DPC since 2001. The project has provided support services to over 200 families in the local communities. Year on year there has been a significant increase in those seeking support. The project team works with families that are experiencing tragic and traumatic circumstances ranging from serious illness, suicide, poverty, drug addiction, alcoholism, domestic violence and homelessness. The services provided by RDRD are vital to the communities who need them.

St. Andrew's Resource Centre, South Dock Festival

The festival is an annual event run by St. Andrew's Resource Centre in collaboration with Pearse Area Recreational Centre and many local groups and clubs. The festival aims to highlight and celebrate Pearse Street's and City Quay's traditional association with the docks as well as continuing to celebrate their lively local community and heritage. The Lord Mayor launches the festival as part of Dublin Port Company's 'Casting of the Spear' where the Lord Mayor casts a spear into Dublin Bay marking their territory and the boundary of Dublin and its Bay. This year's festival provided an array of events and activities to suit all ages and interests. From the opening Race Night event to the Teddy Bears' Picnic, the Seniors Big Day In and the Fair in the Square, there was an event to appeal to every member of the community.

Sport

DPC recognises the important role sport plays in the Community. Not only does sport contribute to the physical wellbeing of those participating but it also brings members of the community together to enjoy and participate in a shared interest. DPC is proud to support a wide range of sports in the area from rowing, sailing and swimming to GAA football and hurling.

DPC has close relationships with both Poolbeg Yacht Club and Clontarf Yacht Club which host various sailing events throughout the year. The Liffey is also home to boating clubs such as the Stella Maris Rowing Club and St Patricks Rowing Club and DPC is proud to support their annual regattas as well as Dublin Currach racing. Furthermore, the 95th Liffey Swim took place in September where almost 400 swimmers were cheered on by spectators over the 2.2kilometer swim up the River.

It is not only water based activities that are supported as local club, Clanna Gale Fontenoy GAA club have both youth and adult teams who train and compete in various competitions throughout the year. DPC proudly sponsors their senior football and hurling teams as well as assisting in the funding of their youth development programme.



Clanna Gale Fontenoy GAA



U-14 Football Feile Champions 2014

Key Figures

Social

	2013	2014
No. of Employees*	135	137
No. of female / males in total staff*	21 females / 114 males	21 females / 116 males
Total No. of Managers	10	11
No. of females / males in Management	1 female / 9 males	1 female / 10 males
Age Distribution:		
20 – 29	5	4
30 – 39	19	16
40 – 49	43	45
50 – 59	58	63
60+	10	9
Average Age	48	49
Absence due to illness, %	3.7	4.0
No. of Salaried Employees	35	36
No. of Collective Agreement Employees	100	101
No. of members on Board of Directors	7	7
No. of female/ males on Board of Directors	3 females / 4 males	3 females / 4 males
No. of employee departures	20	5
No. of new appointments	14	9
No. applying for Annual Travel Ticket	3	10
No. of Interns/ FAS apprentices/ temporary contracts	1 apprentice / 2 temporary contracts	0
No. employees subject to random intoxicant testing	36	36
Applications for further education	3	5
No. employees availing of discounted gym membership	19	19

Safety

	2013	2014
Total Man Hours	278,820	268,385
Quantity of accidents	7	8
>3 days – HSA Reportable	4	3
Fatalities	0	0

Financial

	2013	2014
Turnover	€68.4m	€72.1m
EBITDA**	€41.5m	€43.6m
Operating Profit	€32.8m	€33.7m
Profit before Tax	€30.1m	€33.1m
Net Debt	€0.3m	€16.9m
ROCE%	11.3%	11.5%

Volume Figures 2013 - 2014

	2013	2014	Change
Gross Tonnes	28.8m	30.8m	7.0%
Ro-Ro (Units)	761,958	821,876	7.9%
Ro-Ro Units per hectare per annum	24,266	26,174	7.9%
Lo-Lo (TEU)	516,872	565,698	9.4%
Lo-Lo TEU per hectare per annum	14,084	15,414	9.4%
Trade Vehicles	60,905	81,169	33.3%
Passengers***	1,758,908	1,849,760	5.2%
Cruise Passengers	152,132	140,579	-7.6%
Bulk Liquid (million tonne)	3.5	3.6	3.6%
Bulk Solids (million tonne)	2.0	1.9	-5.6%
Cruise Visits	100 visits	86 visits	-14%

*Includes no. of interns/ FAS apprentices/ temporary contracts

**Earnings before Interest, Taxes, Depreciation and Amortization

***Total passengers including Cruise Passengers

2015 Initiatives

- Continue our support for the Dublin Bay Birds Project in partnership with BirdWatch Ireland
- Obtain planning permission for the Alexandra Basin Redevelopment
- Host a Dublin Bay History and Environment Conference
- Host the first AIVP Conference, The Worldwide network of Port Cities in Dublin
- Establish a baseline figure of the air quality within and surrounding Dublin Port
- Replace the existing CMMS (Computerised Maintenance Management System)
- Actively contribute towards the Dublin Bay Biosphere Partnership to ensure the designation of Dublin Bay as a UNESCO Biosphere
- Complete in-house Environmental awareness training
- Continue to work with SEAL to achieve a target of 33% energy efficiency savings and improvements by 2020
- Continue to monitor land uses within the port to improve land efficiencies.
- Carry out trial testing of 'live cameras' in Port Operations and go live
- Continue to promote and improve the Port via Social Media
- Continue the monitoring of the new Traffic Measurement System to collate data for future development
- Increase the footfall and scope of the Riverfest held each June Bank Holiday weekend
- Promote the Port Estate for public events
- Contribute to the level of leisure activities within the Port Community
- Develop a plan to better manage the Port's archives.



Glossary of Terms

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

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

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

Liquid Bulk cargo includes oil, petroleum, chemicals, molasses, liquid petroleum gas (LPG) and bitumen.

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

Break Bulk is general loose non-containerised cargo, stowed directly in a ship's hold.

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

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

Stevedore is an individual or firm that employs dock workers to load and unload ships.

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

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

SO₂ Sulphur Dioxide.

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

Anthropogenic impact on the environment is impact due to human activity as distinct from natural causes.





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