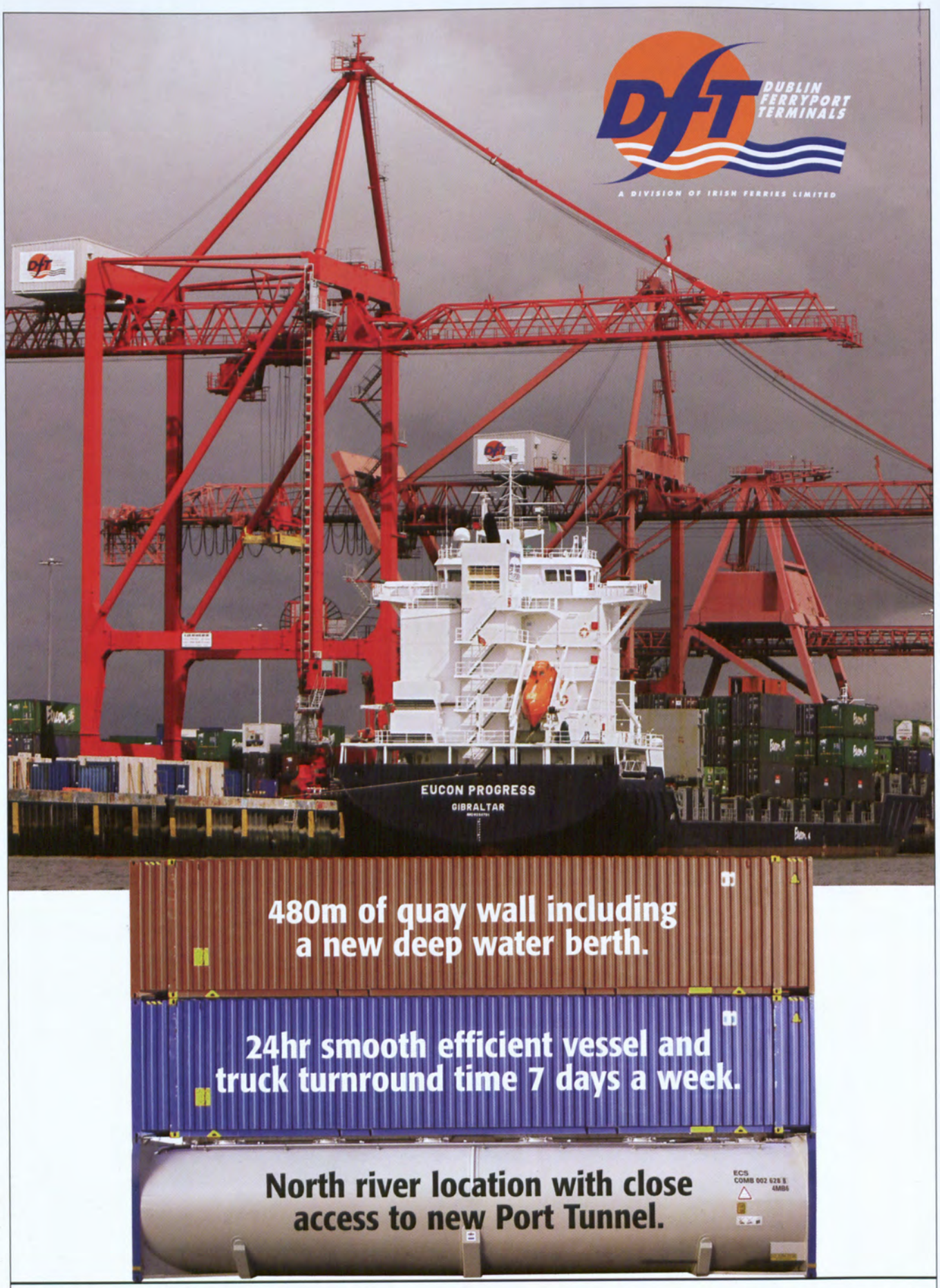
DUBLIN PORT Co

the 09 yearbook

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Contact Alec Colvin, General Manager, Dublin Ferryport Terminals, Container Terminal, Breakwater Road, Dublin 1.
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Fáilte chuig eagrán 2009 de leabhair bliantúil Chomhlacht Phort Átha Cliath. Tá súil againn go mbeidh sé suimiúl agus úsáideach duit. Ár mbuíochas do chuile dhuine a chabhraigh linn don bhliain rathúil 2008 agus gach deá ghuí don bhliain úr romhainn.



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Stena Line	204 7722
Isle of Man Steam Packet Company	1800 805 055
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For further details on ferry companies see individual entries

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overview

from Chief Executive, Enda Connellan...



2009 – A year at Dublin Port Company

2008 proved to be a very successful year for Dublin Port Company. Of particular note were our strong profit results and strong throughput levels, which held up very well despite the commencement of the economic downturn. Throughput in 2008 reached almost 30 million tonnes. We have continued to ensure that Dublin Port is Ireland's premier port and will continue to fulfil its role as a key strategic infrastructural asset for the Irish economy.

Ireland's economy has changed dramatically in a relatively short period of time. The slowdown in the construction sector has focused Irish business to re-evaluate its commercial priorities and there is a greater realisation now that economies aren't built on property, but trade. The need to move goods efficiently has never been greater and policy makers at all levels as well as our organisation must adapt quickly to this changing dynamic. The first six months of 2008 saw a slight increase in the volume of exports through Dublin Port and there is better utilisation of exporting capacity at the port.

The organisation must adapt quickly to this changing dynamic. This new economy will place a greater emphasis on the smooth, reliable, secure and cost efficient movement of goods. Dublin Port Company has committed to making the necessary investments in infrastructure to adapt as seamlessly as possible. In 2008 we invested €25 million in our capital investment programme and since we were corporatised in 1997 we have committed €250m to investment in the port.

overview

from Chief Executive, Continued...

Meeting the needs of a changing economy

As we look forward to 2009 we can see that there will be many challenges. We are all now realising the value of real jobs in today's economy. It is imperative that we promote and guard the real jobs that exist in sectors of industry such as ports and in manufacturing and services.

Dublin Port will continue to be a dynamic force, feeding Irish commerce as it has done for centuries, located perfectly, close to its main market. Ireland and Dublin, and all the businesses in it, need to achieve maximum competitiveness. Our "hidden" role is often taken for granted but at the end of the day, efficient delivery of goods to market keeps prices down and keeps the wheels of commerce turning. We are an efficient, profitable company making a significant contribution to Dublin business, Dublin citizens and Dublin employment.

Dublin Port Company hosted an economic briefing for Irish retailers and business leaders in late 2008 where we heard from opinion formers such as economist David McWilliams and Malcolm Gladwell. David McWilliams said: "well run strategic assets such as Dublin Port will become the basis for the recovery of the Irish economy." Dublin Port Company is the lifeblood of this Island's economy and we are proud to play our role in keeping goods coming in and out of the country efficiently and competitively.

As Ireland's premier port, notwithstanding the current economic slowdown, we will keep planning for growth in the medium and long term to ensure that we can continue to facilitate trade when the upturn in the economy arrives. We have made our formal submission to An Bord Pleanala under the Strategic Infrastructure Act enacted to deal with the planning of major infrastructural projects. As part of our commitment to providing solutions for our economy we made a modest proposal to have our North Port extension proposal considered under the act. We expect to have a decision on his proposal in the first half of 2009.

With our customers needs in mind we have continued to improve the Ports facilities. Last year we opened Ireland's largest service station at the gateway to the Port Tunnel in a significant investment in facilitating trade. The first-class facility, which is being operated by Topaz Energy Group Ltd. is Ireland's largest service station. It is also the first integrated forecourt and truck park facility of its kind in the country. We are constantly investing in our facilities to keep pace with the requirements of our increasing volume of customers.

Community relations

Dublin Port Company is an efficient, dynamic and profit making company. Moreover, as part of our culture and ethos, we believe it is important to give back to the community that supports our business with a strong CSR programme. We are proud of the work we do and were pleased when our commitment to the local community was acknowledged during the year.

"With our customers needs in mind we have continued to improve the Ports facilities. Last year we opened Ireland's largest service station at the gateway to the Port Tunnel."

In 2008 Dublin Port Company won the "Good Neighbour Award" for a third consecutive year. This demonstrates our commitment to our corporate social responsibility agenda. We received the award for our scholarship programme, which has helped to improve the lives of many people in the local communities by giving them access to third level education. Since 2001 over 365 people have gained access to the programme from the community, including Ringsend, Irishtown, Pearse Street, East Wall and Sheriff Street.

Our "100 Flowers to Bloom" project, was also recognised by Business to Arts winning their Corporate Social Responsibility Award. The hard work by St. Joseph's Primary School of East Wall culminated with the publication of an illustrated book in April of last year.

We will continue to work with the local communities to identify areas where we can make a real difference.

Last year we held a major two-week United Nations Conference on Trade and Development (UNCTAD). The UN event, which we supported in association with Irish Aid, was attended by delegates from over 20 countries from Asia and Africa including Ghana, Sierra Leone, Benin, Maldives, Namibia, India and Cambodia. The delegates were participating in the UNCTAD TrainForTrade Port Training Programme, which is focused on the port sector of developing countries to help strengthen their training capacities and develop human resources.

The conference is expected to launch an international training and cooperation network of English-speaking port communities in developing countries. To deliver the training, to help build human resources, knowledge and skills, Dublin Port Company has been named the UN's English-speaking partner in delivering training to ports in developing countries. We acknowledge with thanks the tremendous support we received from our customers and staff in setting up these training programmes.

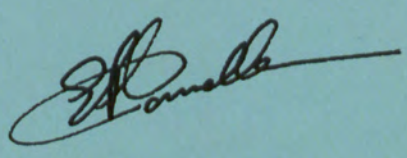
The year ahead

Like other sectors in our economy 2009 will be a challenging year for Dublin Port Company. We have a considerable task ahead of us to maintain our cost competitiveness that we have all worked so hard to achieve over the last number of years, and which helped lead to the growth we witnessed. We are committed to maintaining Dublin Port as the port of choice for Ireland's importers and exporters and to get us through the challenging period ahead through to the other side when growth returns. We will achieve this by ensuring that Dublin Port continues to be the cleanest, greenest and most efficient way of getting goods to consumers and to facilitate exporters.

Most importantly I wish to recognise the tremendous effort put in by our valued customers, without whose custom, commitment and confidence Dublin Port would not be the largest and most successful port on the island that it is today.

I would like also to recognise the work and commitment of my management team who have guided and led the company forward and enabled the years of growth that we have experienced to date. In particular I would like to thank the Chairman and Board of Directors for their continued support, guidance and advice, which is invaluable as we meet the challenges of today and plan for the opportunities of the future. Dublin Port Company, the Port, the City and the economic life of this country is the better for all their contributions.

Finally, I would like to extend my thanks to all of my colleagues in Dublin Port Company. Their contribution to the day-to-day running of the company continues to ensure that this organisation and national resource plays a hugely positive role in the life of the city and that of the State's economy and ensures that, we are here, we are near and importers and exporters can depend on us.



Enda Connellan
Chief Executive Officer
Dublin Port Company

UNCTAD A world of Port Expertise

World peace through world trade - world trade through world ports.

Established in 1964, UNCTAD a division of the United Nations, promotes the development-friendly integration of developing countries into the world economy. UNCTAD has progressively evolved into an authoritative knowledge-based institution whose work aims to help shape current policy debates and thinking on development, with a particular focus on ensuring that domestic policies and international action are mutually supportive in bringing about sustainable development.

For centuries, Dublin Port has played a vital role in its country's development. Indeed, in 2004, Dublin Port handled 84% (volume) and 58% (value) of merchandise trade. This same vital role is true of ports all around the world, and yet some Asian and African ports have not developed at the same rate. Through the United Nations UNCTAD programme (United Nations Conference on Trade & Development), Dublin Port Company is undertaking a three year programme to assist these ports in their development, by directing its expertise and resources at countries in the developing world.

Dublin Port Company believed that it could make the best contribution by working with an organisation like the UN. Together with the Chairman and Chief Executive they approached Irish Aid with a funding proposal to join UNCTAD.

Through the Department of Foreign Affairs, Irish Aid has responsibility for funding all of Ireland's aid programme in the developing world. A total of €1 million has been injected into the UNCTAD programme, of which Dublin Port Company is contributing €150,000 in funding and 350,000 in time and resources over the three years.

As a result of these efforts, Dublin Port Company became the official English-speaking UNCTAD partner in 2007.

How the 'training of trainers' programme works

The Port Management Training Programme was developed in conjunction with the UN's training experts. It offers a comprehensive study of port operations, management and global trade. Dublin Port Company will train senior managers from ports in Africa and Asia, who will then return to their home country and train their port's middle managers. Ultimately the goal is to help ports in the developing world help themselves, thereby stimulating world trade.

Dublin Port Company's role is to deliver face-to-face training at the port, as well as providing additional training through distance learning facilities. Should the need arise, port trainers will also visit developing countries to ensure the proper delivery of the programme. In total, the programme's duration is 240 hours.

Face-to-face training of trainers comprises eight modules which are delivered in two three-week tranches at Dublin Port. The programme's eight modules are:

1. International trade and transport
2. Recognising the port as a system
3. The functioning of a port system
4. The main challenges for the future
5. Methods and tools of modern port management
6. Economic and commercial development
7. Administrative and legal management
8. Technical management and human resources development

After each module delegates must sit an examination, which they must pass.

At the end of the programme, delegates in each developing country must complete a thesis which focuses on what they have learned and how this can then be applied to a live business issue within their own port. It's a win-win situation for the home port as the delegate puts his/her learning into practice and the port gains from what is effectively consultancy work. A jury, made up of individuals from Dublin Port Company, from the port's local university and somebody from the beneficiary Port Company's management team (who acts as the delegate's mentor) assesses the thesis and determines if the required level of proficiency has been met.

UNCTAD a world of port expertise continued...

Another crucial element of the training is the e-learning platform. This is always available and is constantly updated. It allows delegates to have their questions answered by Dublin Port Company's trainers, regardless of where the delegate is located. These questions and answers can then be uploaded to help all delegates. As well as bringing a far more dynamic element to the training, it also means that Dublin Port Company does not have to send people overseas. Module presentations by trainers are also captured on DVD and become part of this e-learning facility.

Assuming delegates pass their eight exams they receive a United Nations Port Management Certificate. Dublin Port Company is also looking to gain international accreditation through Ireland's FETAC (Further Education and Training Awards Council) system.

To ensure the ongoing success of the programme, staff from Dublin Port Company review all materials constantly. At the same time a separate evaluation unit within the UN reviews the Dublin Port Company programme to assess its effectiveness, to ensure it is delivered in accordance with UN guidelines, and to compare it with UNCTAD's other Port Management programmes delivered in France, Portugal and Spain.

Feedback and review is a two-way process and delegates get the chance to offer their feedback after every module.

At the heart of the partnership

In June 2007, a conference was held in Dublin Castle. It was attended by 70 delegates from ports in Africa and Asia, as well as UNCTAD port partners from France, Ireland, Portugal and Spain. The outcome of this three day conference became known as the 'Dublin Declaration'. The resulting document laid out UNCTAD's English language Port Management Training Programme for people working in ports in the developing world.

Following the Dublin Declaration the next step was to assess the capacity and ability of ports to integrate the training into their operations. Representatives from UNCTAD and Dublin Port Company visited ports in the two targeted areas to identify which ports had sufficient facilities (e.g. broadband, training facilities etc.) and which had the expertise at middle management to benefit fully from the programme. Once these ports had been identified their senior managers were invited to the first of two 'training of trainers' sessions in Dublin Port. These managers came from a variety of disciplines (e.g. HR, marketing, finance, port operations)

The first session ran for three weeks from the 26th September to the 10th October 2008. 15 delegates from Tanzania, Ghana, Indonesia, Malaysia and The Maldives attended the intensive programme that covered the first four modules. In addition to the training sessions the delegates familiarised themselves with port operations in Dublin Port. It gave them an opportunity to compare operations here with those at their home ports.

The training was then delivered by 33 instructors from Dublin Port Company, the United Nations, Customs and Excise, Ships Agents, Stevedores, Terminal Operators, the Irish Exporters Association and others. The Minister of State for Overseas Development at the Department of Foreign Affairs, Mr. Peter Power, T.D., visited Dublin Port on 9th October to meet the delegates and see at first hand how the Training of Trainers session was progressing.

The final four modules will be delivered at the port in June 2009.

Implementation

It is intended that next year, after the second tranche of modules, two countries (one Asian, one African) will implement the training at their port. The training will not be as intensive as the Dublin Port sessions, with a single module taught over the course of a week and three months apart. This means that the full training programme will be implemented over a two year period.

In the long term this will be a self-sustaining programme. However, while the trained managers are setting up their home programmes, Dublin Port Company will be on hand to assist in all areas of training, such as finance, engineering and port operations. It is also anticipated that the network of 15 delegates, with their breadth of skills, can interchange between ports. For example, a marketing manager in the port of Dar-es Salaam could go to Accra to deliver the marketing element, while the Harbour Master in Accra might go to Dar-es Salaam to deliver that element of the training.



Pictured here are some of the participants in the UNCTAD programme

The UN sees this part of the programme as essential as it encourages trade and co-operation between countries, resulting in them becoming self-sustaining in their own region.

It should also be noted that delegates who attend the training are not solely from the port – they are also from the wider port community including stevedore companies, freight forwarders and ship brokers. Ultimately it allows ports to build their own internal networks, with across-the-board expertise.

The benefits for Dublin Port Company

Dublin Port Company's involvement has several important benefits:

Not only is it rewarding to help ports in the least developed regions of the world, it is also good for Dublin Port Company to be associated with a UN programme. This has led to excellent media coverage, both here and abroad. It establishes contacts with senior port executives in developing countries in the longer term.

Closer to home, it gives the port an opportunity to develop its own people by sending them to experience and assist these developing world ports. The programme also allows the port to gain access to the e-learning and leading edge technologies employed by the UN.

In global terms, ports are the key players in terms of transport in the World's economy - over three quarters of the world's goods are transported by sea. They are at the heart of world trade so it is important to make them as efficient as possible. They keep economies healthy and wealthy, and trade encourages dialogue between countries. The UNCTAD programme takes a positive approach and it is designed to help ports increase efficiencies, reduce costs and encourage co-operation, thereby generating more trade. This is especially true of the ports in Dar-es Salaam in Tanzania and Accra in Ghana that serve numerous land-locked countries.

Celebrating success

In December 2008, a signing ceremony was held in Geneva to celebrate both the genesis of the project and its success. It was attended by Dublin Port Company's Chairman, Joe Burke, as well as ambassadors from the participating countries, the Secretary General of UNCTAD, General Supachai Panitchpakdi, and the Irish Ambassador to the UN in Geneva, Dáithí Ó Ceallaigh. Each of the ambassadors had an opportunity to speak and they praised the programme delivered by Dublin Port Company, emphasising the high levels of support given to the programme especially by the Irish government.

Other countries that are also involved in the UNCTAD programme will participate in the next phase of training.

Dublin Port

Environmental Management

A cleaner greener port environment

In 2007, 17,000 ship movements were handled in Dublin Port, transporting in excess of 30 million tonnes of goods. This is a huge volume of goods being moved through the port, by land and sea. With approximately 80 percent of world trade volumes passing through ports around the globe, it's no surprise that environmental impact and pollution issues may arise.

Dublin Port Company has always been aware of its relationship with the environment and takes this responsibility very seriously. For many years the port has been working to reduce the negative impacts of port operations on the environment. One of the key accreditations, in the environmental area, is ISO 14001, which is one of the highest standards, recognised worldwide, for Environmental Management. The most highly regarded companies in the world have received this accreditation from the International Standards Organisation (ISO). Gaining the ISO 14001 Accreditation was seen as vital to Dublin Port Company's reputation locally, nationally and internationally.

Dublin Port Company has always operated to the highest environmental standards, and was keen to seek formal recognition in the form of an accreditation from an external organisation such as the International Standards Organisation (ISO). ISO 14001 Accreditation is not granted lightly and considerable work was involved in formalising our procedures and operations in order to comply with the high standards set by ISO.

Years of hard work were rewarded when, on the 15th September 2008, Dublin Port Company received the ISO 14001 accreditation for Best Practice for Environmental Management, which is a world wide recognised accreditation.

The programme to achieve ISO accreditation commenced in 2003, when an environmental review and gap analysis was conducted to see how the port's systems compared with the required standards. A key element was the positive commitment by the Chairman and Board of Directors, the Chief Executive, Management Team and all staff of the Company. Considerable resources were allocated to the environmental programme in order to achieve this objective. Since then, Dublin Port Company has become both a member of Ecoports, which awards the PERS (Port Environmental Review System) accreditation and follows internationally recognised best practice. Dublin Port Company is also a member of ESPO (European Sea Ports Organisation). These have all contributed in the goal to achieve ISO 14001 accreditation.

Milestones & successes

While Dublin Port Company has always been environmentally aware, the ISO Accreditation spells out certain requirements that the port must follow including the requirement for continuous improvement. This is not just for Dublin Port Company, this involves everyone working within the port estate. It is a very wide remit and Dublin Port Company's Environmental Team has worked closely with all businesses to ensure that the best environmental practice is encouraged and applied. Within the port many new systems have been introduced, upgraded and expanded.

Examples are;
Relationships have been strengthened with various organisations. Most notable among these is Dublin City Council who has statutory obligations under the water pollutions regulations to protect the river and bay from pollution, especially by ensuring the quality of the run-off water from land areas such as the port estate. In order to improve the quality of run-off water from the land area with the Port, Dublin Port Company made a substantial investment in Surface Water Interceptors. These units are an additional enhancement to the normal city run off water installation and further reflect Dublin Port Company's positive environmental commitment.

Water Consumption also falls under the Dublin City Council remit. Dublin Port Company has invested in many kilometres of new water mains to reduce leakage and excessive consumption. Over the past four years, the huge efforts of the port's dedicated team have halved the water consumption within the port and this work is ongoing.

A cleaner, greener port environment continued...

In a similar vein, the EU's Water Framework Directive will play an important role in relation to water quality. Dublin Port Company has been highly proactive within the Irish ports' group, co-sponsoring a workshop to assess the effect that River Basin Districts (RBD) have on estuaries and ports. This was done in conjunction with the South Western RBD, bearing in mind that the Directive requires all RBDs to be classified by ecological status/potential and chemical status, by mid 2009. This will require RBDs to have in place a strong programme of measures that will maintain or improve the status of the relevant water body. The feedback from this workshop has been passed back to all Irish ports.

In 2007, Dublin Port Company decided to introduce low sulphur fuels in all its marine plant and this is helping to reduce emissions.

A number of Energy Conservation Projects have been introduced and these focus on the large energy users such as the various terminals within the port. These measures have resulted in savings of up to 20% in electricity and 10% in gas consumption in some areas. These savings have been achieved through better energy management systems, time controls and automated switching.

The power of the sun and wind has also been brought to bear. The two lighthouses at North Bull and Poolbeg have been converted to solar power. A wind turbine was fitted to North Bank lighthouse at the end of 2008 and it is intended to fit a similar energy saving unit to the Poolbeg lighthouse in 2009. These will reduce the dependency for mains electricity from the mainland and from generators. It is hoped that solar and wind power can be harnessed in other areas within the port in the future.

Improved Waste Management is an important part of the process and large strides have been taken in the segregation of waste and recycling within the port. Included in this process was an audit of companies providing waste services within the port. This has ensured that all waste is dealt with efficiently and in a proper manner. Dublin Port Company with our main waste contractor worked in close partnership to improve the waste management procedures within the port.

Tackling noise pollution within the port. Dublin Port Company is working closely with the different terminal operators, for both container and ferry traffic, to reduce noise generated from the port. The company is playing a lead roll in a major EU study called EFFORTS on noise generated within port areas.

Following the implementation of all these measures Dublin Port Company was successful in receiving ISO 14001 accreditation in September 2008.

Applying ISO 14001

Notwithstanding that the ISO 14001 accreditation was awarded to Dublin Port Company, the obligations apply on a port-wide basis. Therefore it is the port company's responsibility to ensure that best environmental practice is also followed by other companies within the port estate. Accordingly, the port company is liaising with these companies to improve their environmental awareness and practices.

With the knowledge and experience gained by Dublin Port Company over the years and through the ISO, port users can seek assistance and advice on any environmental or pollution matter.

There is a dedicated Environmental Team within Dublin Port Company. Furthermore, considerable efforts have been made to increase the environmental awareness of all staff within the company. New IT systems within the company have been introduced to ensure that any environmental issues raised are promptly dealt with.

What the future holds

It's not simply a matter of being awarded the ISO 14001 accreditation. Once a company has been accredited it has to satisfy specific requirements to maintain its accreditation. Key to this is demonstrating continuous improvement and this includes showing what is planned for the year ahead by setting objectives and targets. ISO audits are frequent and detailed, and this keeps Dublin Port Company proactive and aware of potential opportunities, locally, nationally and worldwide.

One such example in the pipeline is the possible introduction of battery-operated trucks, which would be used by the port's maintenance and service teams. The idea is still in its infancy, but if the plan proves successful then these trucks may be employed for other purposes around the port. The viability of introducing hybrid engines is also being considered.

Dublin Port Company is very proud of its achievement in being awarded ISO 14001 accreditation, The Company is committed to maintaining this standard and enhancing the quality of the environment within the port estate, the surrounding community and Dublin Bay.



BUREAU VERITAS
Certification

Certification Awarded to

DUBLIN PORT COMPANY
PORT CENTRE
ALEXANDRA ROAD
DUBLIN 1
IRELAND

Bureau Veritas certify that the management system of the above organisation has been assessed and found to be in accordance with the requirements of the standards detailed below.

STANDARD

BS EN ISO 14001:2004

SCOPE OF SUPPLY

DUBLIN PORT COMPANY'S ACTIVITIES, FACILITIES AND OPERATIONS WITHIN THE ESTATE.

Original approval date: **15 SEPTEMBER 2008**

Subject to the continual satisfactory operation of the organisation's management system, this certificate is valid until:

14 SEPTEMBER 2011

To check this certificate validity please call 020 7661 0700

Further clarifications regarding the scope of this certificate and the applicability of the management system requirements may be obtained by consulting the organisation

UKAS ENVIRONMENTAL MANAGEMENT
008

For Bureau Veritas Certification UK Ltd
2nd Floor, Tower Bridge Court
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Vic Bowen
Managing Director

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Dry Dock Cradle to Grave

Dublin Port's engineering heritage preserved for future generations.

A piece of the port's heritage has just gone underground. But it will be perfectly preserved and recorded for future generations.

No. 1 dry dock at Dublin port was built between 1854 and 1857. The 124 metre long structure was a masterpiece of its time. Hundreds of white and grey granite blocks were cut by hand and lowered into place. These sat on top of a bed of massive wooden piles that supported the dock's entire weight. The effect was to create a dry dock, within which the hulls of ships could be cleaned repaired and painted. The stone blocks, forming the sides of the dry dock, were arranged to form a stepped structure which accommodated ships of various sizes and provided the workers access to the hulls of the vessels.

Very large swinging steel gates sealed the dock from the river water outside. At high tide the gates would be opened to allow a ship to enter. The gates were then closed and, as the tide dropped, the sea water would be removed from the dock. Initially, this was achieved by opening a valve at the north end of the dock and allowing the water to drain through a pipeline to the Tolka river. In later years a steam driven pump was added to assist the pumping of water through this pipeline. As a further improvement, it was later decided to install two electrically driven pumps at the southern end of the dry dock which pumped directly into the river adjacent to the dock gates. This improved the efficient use of the dock by ensuring the rapid draining of the dock.

As the dock emptied, the ship's keel would rest on a row of cast iron blocks, covered with soft wood, at the bottom of the dock. Then, wooden shores (similar to telegraph poles) would be wedged between the hull and the granite blocks at the side of the dock to stabilize the ship. The ship's hull could then be cleaned, repaired and painted safely.

Times change

As the decades passed, the shape of a ship's hull evolved. The rounded hull shape gave way to the more modern flat-bottomed construction. These new ships could not be so easily accommodated in the dry dock and, in the 1950s, a new and larger dry dock was built alongside No. 1 dock. However the old dry dock remained in service until the early 1990s, but due to the increase in vessel size it has not been used for some years.

In the 21st century, Dublin Port continues to expand and the demand for space is putting increasing pressure on the port. It was decided to use the space occupied by the old dry dock to increase the area available to store unitised cargo. However, Dublin Port Company wanted to preserve this important feature of the engineering heritage of the port and therefore, Dublin City's heritage. Dublin Port Company, together with Dublin City Council archaeologist, agreed on a plan to preserve the dry dock in situ. In other words the dock would be filled in with sand and then covered with tarmac.













Pictured here are Dublin Port Company Chief Executive Enda Connellan and Head of Operations Seamus McLoughlin lowering the time capsule into the dock.

As part of this plan, it was decided that the top row of granite blocks – the 'Coping' stones – would be removed, numbered and placed in a regular pattern on the bottom of the dock. This would ensure that they were not damaged by vehicles parking on the top surface of the dock area. Once removed, each stone was marked and placed in a specific position in the bottom of the dock and its position recorded using GPS co-ordinates.

The record of this layout has been preserved so that each stone can be placed back in its original position should a future generation wish to restore the dry dock.

In addition to the dock structure Dublin Port Company wished to preserve the electric motors and associated switch gear which powered the pumps that drained the dock. These are examples of very old electrical engineering equipment and the switch gear is reminiscent of what you might see in a Frankenstein movie.

This equipment has been removed and placed in safe storage until a suitable display venue is identified. Other equipment such as winches used to wind the gates open and closed, valve operating handles and other small items have also been preserved and placed in safe storage.

The granite blocks weren't the only thing to be placed in the bottom of the dock and mapped by GPS. Dublin Port Company also took the opportunity to bury a time capsule. This contains newspapers of the day, Dublin Port Company's Annual Report (in Irish and English), the Yearbook, charts of the bay, a map of the port, the History of the Port book, a list of staff and various small items including a euro coin set and Dublin Port pens and t-shirt. In years to come it will prove an interesting find.

During December 2008, the dry dock was filled with 24,000 tonnes of sand. This will be allowed to compact over the next 12 months before a final surface will be applied making it suitable for Ro Ro traffic. When this is completed, a piece of Dublin's archaeological heritage will be locked underneath, ready to be revealed should future generations wish to dig into their past.

Good Neighbour three's a dream

Dublin Port Company is an excellent neighbour.

When you receive an award twice in a row you tend to make a big song and dance about it. So what do you do when you are honoured by receiving it three times in a row?

The Chambers Ireland President's Awards are growing in stature as more and more companies appreciate the value of good relationships with their local communities. To qualify for the Good Neighbour Award, a company must work actively with these communities for the benefit of all.

For generations, the communities surrounding Dublin Port have been an integral part of port life. Many of them have worked in the Port, with many others depending on the port for their livelihood. Today Dublin Port supports in the region of 4000 jobs. Many local residents have been involved in projects and fund-raising efforts that have benefited communities near and far. Dublin Port Company has always supported this commitment by providing help and services to these same communities.

In 2008, Dublin Port Company received The Chambers Ireland President's Award for a third consecutive year. This award is a formal recognition of the Company's commitment to our programme of Corporate Social Responsibility and working closely with our neighbours for the benefit of the whole community.



L- R Minister of State, Mr. John Curran T.D., Dublin Port Company former Chairman Mr. Joe Burke Winner, Mr. David Pierce, President Chambers Ireland, Mr. Terrence Brannigan, resource.

2006

In 2006, Dublin Port Company received its first award for its initiative in tsunami-torn Banda Aceh, Indonesia. The goal was to build an elementary school that would attract families back to the area, thus helping to regenerate the region. The school is now built and making a very significant contribution to the welfare of the community in Banda Aceh. However, this would not have been possible without the fundraising activities and enthusiasm of communities around Dublin Port.

2007

In 2007, Dublin Port Company again received this award, on this occasion, for its work with Ringsend and District Response to Drugs Programme (RD & RD). This programme focuses on assisting people with an addiction to recover and it helps families to understand and deal with the effects of drugs. Dublin Port Company has been involved with this local project for over ten years.

2008

In 2008, the Good Neighbour Award was received by Dublin Port Company for its Scholarship Award programme.

Started in 2001, this programme gives local residents the opportunity to pursue an education that they might not otherwise have been able to access. To date, over 365 students have been funded by the programme, including 40 in 2008.

The range of courses is very broad, ranging from engineering to sign language. Students can pursue degrees, diplomas, and certificates which can help them to change career, enhance their existing prospects or simply achieve a life-long dream. Students of any age can pursue courses under this programme.

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	BILBAO	FRIDAY
PORTUGAL	LISBON	FRIDAY
	LEIXOES	SATURDAY
	DUBLIN	TUESDAY
	LISBON	FRIDAY
	LEIXOES	SATURDAY
POLAND	GDYNIA	DUBLIN (VIA HULL)
	DUBLIN	GDYNIA (VIA HULL)

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Conway House,
East Wall Road, Dublin 3.
Ph: 00353 1 8552644 Fax: 00353 1 8557234

Dublin Port enjoys a carnival atmosphere











The best day of summer arrived on the 20th September 2008 for Dublin Port Company's Open Day.

In excess of 3,000 people visited the port. Adults and Children alike enjoyed Joe Cullen's wonderful funfair, from Derry. Over 1,000 of the visitors took the bus tours of the port, which included a tour of Dublin Ferryport Terminal, the Port Tunnel and our Service Station where we served a light lunch.

The tour of DFT's working Terminal was most popular with our visitors giving them an opportunity to see shipping and cargo handling in operation. Children's entertainment included Face Painters, Balloon Makers, DJ, Caricaturist and Magicians.

Dublin Port Company has received many letters, phone calls and emails of congratulations and thanks on the wonderful day at Dublin Port.

The comments included:

"Came home tired, fed and loaded with goodies"

"It was a fantastic day and me and my wife really enjoyed everything"

"Out of 10 only 10"

"Really well thought out, very informative and educational"



Ireland's Largest Service Station Opens at Dublin Port

On April the 3rd 2008, Dublin Port Company officially opened the largest filling station in Ireland. The facility was formally opened by the Minister for Transport Mr. Noel Dempsey, T.D.

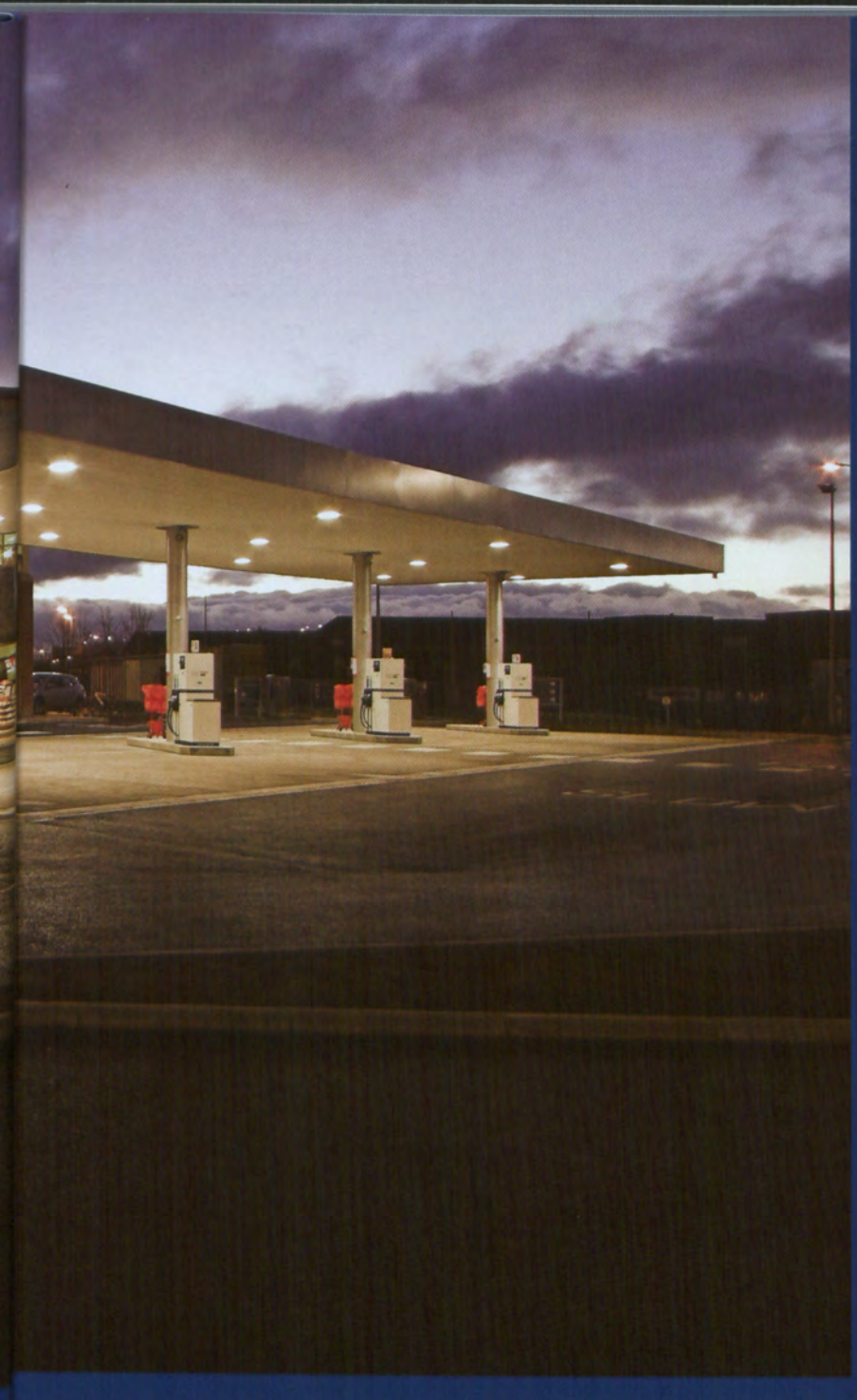
This facility occupies a site of some 4.5 acres and is part of Dublin Port Company's ongoing commitment to improving facilities for our customers and port users. The service station is within 400 metres from the entrance to Dublin Port Tunnel and within easy reach of all Ferry terminals, Container terminals, oil storage depots and bulk handling facilities.

The development is the first integrated forecourt and truck parking facility of its kind in the country and includes:

- Truck/Car refuelling and wash facilities
- Parking capacity for 43 trucks
- Drivers lounge with games room, Internet access, laundry and shower facilities
- Forecourt shop with 'Grab and Go' hot delicatessen
- Full restaurant catering for breakfast, lunch and dinner

The station features 22 diesel pumps to serve trucks. These are located across six islands and capable of pumping fuel at high speed (130 litres per minute) on both sides simultaneously. The station also has separate fuelling facilities for other vehicles such as cars, van, motorcycles etc. Since it's opening, the station has proven to be very popular with our customers and visitors at a time when filling stations around the port have been closed down.

The building and infrastructure costs were funded by Dublin Port Company and the station is operated by Topaz Energy.










DUBLIN PORT Co
DUBLIN PORT Co

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Allianz p.l.c. is regulated by the Financial Regulator.



Pictured with the former Lord Mayor is Dublin Port Company Chief Executive Enda Connellan and Chief Financial Officer Michael Sheary on board the Company's tug the "Cluain Tarbh"

Casting the Spear



Pictured L-R the former Lord Mayor, Paddy Bourke, Margaret Bourke and Dublin Port Company Chief Executive Enda Connellan.

Dublin Lord Mayor casts spear

The tradition of "Casting the Spear" dates back to 1488 when the then Lord Mayor, Thomas Mayler set out to ride the city's boundaries. Historical records show that he rode out onto the strand as far as a man might ride and from there he cast a spear into the sea. At that time, casting the spear demonstrated the extent of the city boundaries eastwards.

Cllr. Paddy Bourke the Lord Mayor of Dublin for 2008 and Admiral of Dublin Port re-enacted the ceremony on Friday 13th June 2008.

Dublin Port ART Competition







Winner: Killian O'Brien Under 8 Category





Winner: Megan Campion Under 12 Category





Winner: Adam Craig Under 15 Category

directors

Directors



Enda Connellan,
Chief Executive



Paddy Bourke



Cathy Bryce



Kevin Humphreys



Tom Hussey



Brian W. Kerr



Jerry Kiersey



Pat Magner



John Moore



Charles Rochfort



Tom Stafford

Executive Management Team



Enda Connellan,
Chief Executive



Michael Sheary,
Company Secretary
& Financial Controller



Seamus McLoughlin,
Head of Operations



Ken Whelan,
Head of Research
for Development



Joanne M. Doyle
Human Resources
Manager

Senior Management Group



Capt. David
Dignam
Harbour Master



Ciarán Callan
Maintenance and
Services Manager



Marie Porter
Finance Manager



Conor Farrell
IT Manager



Brenda Daly
Marketing/
Public Relations
Manager



Gerry Barry
Properties
Manager

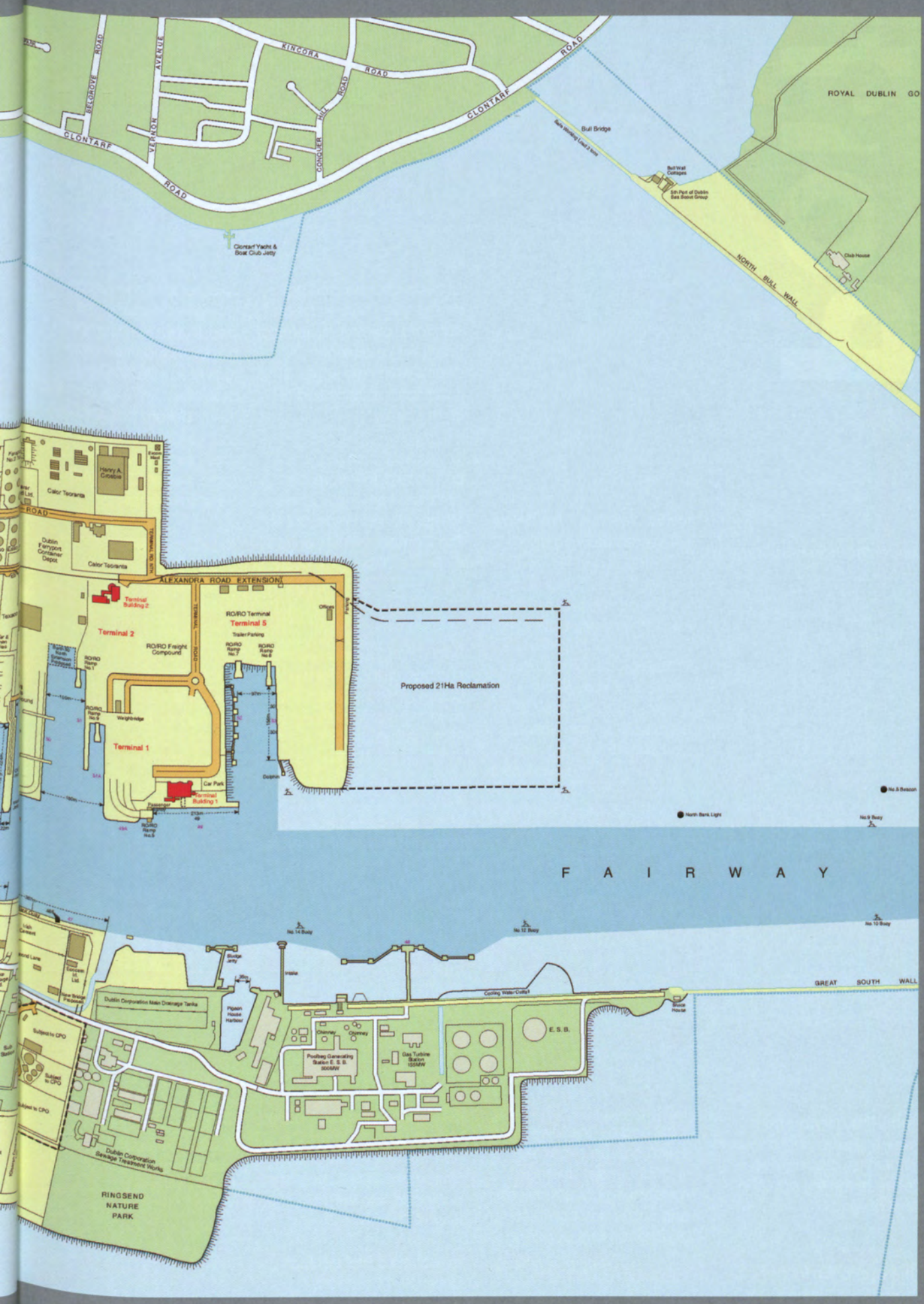


Joe Hiney
Research for
Development
Manager



John Fairley
Security Manager

Dublin Port Company HQ
Terminal 4
Terminal 3
Terminal Building 4
Terminal Building 3
ALEXANDRA BASIN
ALEXANDRA BASIN EAST
GRAND CANAL DOCK
RINGSEND PARK
IRISHTOWN PARK
LIFFEY
TOLKA
RIVER DODDER
Alexandra Quay East
Alexandra Quay West
North Quay
ROPAX Terminal 3 Extension
Marina
Marine Terminals Ltd.
Container Terminal
Security Point
Security Points
Eastpoint Business Park
Port Tunnel Operations
Dublin Container & Transport Services Ltd.
Wincanton Group Ltd.
Tropaz Energy Ltd. No.1
Tropaz (Fareplay)
Oduna
Ocean Pier
Shelbourne Park
Ringsend Bridge
East Link Toll Bridge
Liffey Services Tunnel
Dublin Port Tunnel
John McCormack Bridge
Annesley Bridge
Irish Rail and DART Service
Fairview Park
Clontarf Road
Byrne Road
Alfie Byrne Road
Annesley Bridge Road
Church Road East
Upper Sherrif Street
Sheriff Street
Wall Quay
Hanover Quay
Rogerson's Quay
Ringsend Road
South Dock Street
Grand Canal Street Upper
Bath Avenue
Irishtown Road
Bond Drive Extension
Promenade Road
Tolka Quay Road
Alexandra Road
East Wall Road
Pigeon House Road
Sean Moore Road
Beach Road
Strand Road
Merrion Strand
Sandymount Road
Shelbourne Road
Haddington Road
Castle Avenue
Haddon Road
Clontarf Road
Dublin Port Company HQ
Terminal 4
Terminal 3
Terminal Building 4
Terminal Building 3
ALEXANDRA BASIN
ALEXANDRA BASIN EAST
GRAND CANAL DOCK
RINGSEND PARK
IRISHTOWN PARK
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Pigeon House Road
Sean Moore Road
Beach Road
Strand Road
Merrion Strand
Sandymount Road
Shelbourne Road
Haddington Road
Castle Avenue
Haddon Road
Clontarf Road


KINCORA ROAD
CLONTARF ROAD
VERNON AVENUE
BEECHGROVE ROAD
CONQUER HILL ROAD
ROYAL DUBLIN GO
Bull Bridge
Bull Wall Cottages
Clontarf Yacht & Boat Club Jetty
NORTH BULL WALL
Club House
Harry A Crosbie
Dublin Ferryport Container Depot
ALEXANDRA ROAD EXTENSION
Terminal Building 2
Terminal 2
RO/RO Terminal
Terminal 5
RO/RO Freight Compound
Proposed 21Ha Reclamation
Terminal 1
Car Park
Terminal Building 1
No 8 Beacon
North Bank Light
No 9 Buoy
F A I R W A Y
No 14 Buoy
No 12 Buoy
No 10 Buoy
GREAT SOUTH WALL
Dublin Corporation Main Drainage Tanks
Pigeon House Harbour
Cooling Water Outfall
E.S.B.
Poolbeg Generating Station E.S.B. 800MW
Chimney
Gas Turbine Station 100MW
Dublin Corporation Sewage Treatment Works
RINGSEND NATURE PARK

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 and including Rory O'Moore 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 lighted and of easy access. There is a channel across the Bar which is 7.8m below LAT. Vessels drawing up to 10.2m can enter the port at high water of normal tides. Vessels drawing up to 7m 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 the Lowest Astronomical Tide. This level is defined as "the lowest level which can be expected to occur under average meteorological conditions and under any combination of astronomical conditions."

This datum is referred to as L.A.T. and 2.51m below Ordnance Datum Malin Head.

Verification of depths

All berth, channel and bar depths given hereunder are standard Lowest Astronomical Tide (L.A.T.) maintenance depths which are liable to reduction through silting or other causes.

Verification of depths in the port should, therefore, be obtained from the Harbour Master's Department, Dublin Port Company, Port Centre, Alexandra Road, Dublin 1, Tel: (01) 887 6000.

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 Butt 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 a pilot shore station situated on the Eastern Breakwater and is operated by direct boarding fast cutters each capable of speeds up to 20 knots. The Harbour Office, Pilot Shore Station and Pilot Cutters are equipped with VHF radio, Hague Channels 12.

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

Towage

To cater for large ocean-going vessels using the port, Dublin Port Company has provided three diesel tugs fitted with twin Voith propellers. Two tugs are of 35 tonne bollard pull, and one is of 16 tonne bollard pull. They are equipped with VHF radio, Hague Channel 9 and have fire pumps.

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

Graving dock

Dublin Port has one operational graving dock situated to the west of Alexandra Quay. The dock is 202 metres long and can be divided to accommodate small or medium sized vessels.

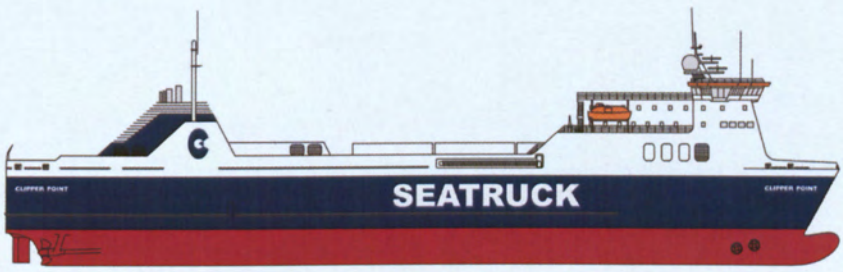
Stevedoring

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

Dublin Ferryport Terminals
Dublin Port Stevedores
Marine Terminals Ltd.
Norfolkline
P&O Irish Sea
Poolbeg Stevedores
Portroe Stevedores
Stena Line
Seatruck Ferries

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Ro Ro

Modes of Transport



Ro Ro Operators

- Irish Ferries
- Isle of Man Steam Packet Company
- Norfolkline
- P&O Irish Sea
- Seatruck Ferries
- Stena Line



Roll on Roll off

Dublin is the leading Ro Ro port in Ireland, handling over 733,000 freight units in 2007.

The Ro Ro mode accounts for 55% of total throughput. Six ferry companies, between them, operate up to 17 sailings daily from Dublin, connecting with Holyhead, Heysham, Liverpool and Douglas. They cater for both freight and tourism.

Ro Ro is handled in Dublin in five terminals, which between them have eight ferry ramps, three of which are two tier.

Over the past three years over €50 million has been invested in state of the art Ro Ro facilities. This investment has been matched by our customers investments in new and larger ships.

Irish Ferries operate the Ulysses, the biggest car ferry in the world, and the high speed Jonathan Swift on the Dublin - Holyhead route. Stena Line operate the Stena Adventurer on the same route. At 211 metres it is the longest ferry on the Irish Sea. Norfolkline now have 2 ships on the Dublin - Liverpool route. In addition they have a twice daily service to Heysham. P&O Irish Sea operates 3 times daily to Liverpool.

It is no wonder that Dublin is ferryport of first choice, offering choice of ferry company, choice of high speed or cruise ferry and choice of UK port.



Seatruck Ferries

Seatruck Ferries is the only Irish Sea Ferry Company dedicated solely to the carriage of freight. The new Seatruck Dublin – Liverpool service provides an independent alternative for haulage operators wanting an economical and reliable service across the Irish Sea.

By focusing on the needs of the freight industry, Seatruck Ferries provide a unique solution that combines efficiency and reliability with a friendly personal touch.

Seatruck firmly believes that the best value to customers can be offered on freight only services. It believes that the method of operation permits more customers to switch from high cost driver accompanied shipments to lower cost unaccompanied movements saving on shipping charges, reducing road miles and allowing more efficient use of drivers.

Brand new freight vessels will be introduced onto the route during 2009. These will bring with them new levels of speed and schedule reliability that will allow unaccompanied freight to compete directly with ro-pax vessels at a significantly lower cost to the transport operator.

During 2008 Seatruck introduced four new sister ships onto the Irish Sea. With a service speed of 22 knots, they will undertake the crossing to and from Liverpool in just 7 hours. With a capacity of 120 unaccompanied units the combined capacity of the vessels will be 135,000 units per annum.

The Seatruck Ferries service operates from Ro Ro berth 4 which is on Alexandra Road easily accessible directly off East Wall Road and close to the Dublin Port Tunnel.

Seatruck offer prime time evening departures from both Dublin and Liverpool 7 days per week. Morning departures from both ports are operated Tuesday – Saturday. Seatruck Ferries can carry a wide range of goods including hazardous cargo, abnormal loads and trade vehicles which are given a high priority.

Seatruck also operate from Warrenpoint in Northern Ireland to Heysham Lancashire.

Seatruck Ferries is part of the Bahamas-based Clipper Group Ltd, a major shipping consortium owning, operating and managing a fleet of some 250 vessels, mainly within bulk transportation, MPP/Project transportation and product/chemical carriage. Clipper has global offices servicing its clients worldwide.

For further information please visit www.seatruckferries.com

For information on the Clipper Group please visit www.clipper-group.com

or call a member of the 'Seatruck Team'

Terminal Details

No. 4 Ramp

Length of Berth	290m
Depth at L.A.T.	7m standard

Upper Deck

Length of Shore Ramp	41.5m
Width of Shore Ramp	10.5m
Maximum Vehicle Load	40 tonnes

Lower Deck

Length of Shore Ramp	46m
Width of Shore Ramp	20m
Maximum Vehicle Load	180 tonnes





Ireland's
Leading Ferry
Company

With the most modern fleet of ships on the Irish Sea, including Ulysses, the World's largest car ferry and Oscar Wilde a recent addition, Irish Ferries provides the perfect connections between Ireland, Britain & France. And with hassle free travel combined with comfort & reliability, we offer passengers low fares travel they can actually enjoy.







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The Low Fares Ferry Company!

D472



Irish Ferries

Irish Ferries – The Low Fares Ferry Company

Irish Ferries is Dublin Port's largest combined passenger car ferry and Roll-on Roll-off freight service operator and the leading company within the Irish owned shipping and transport group Irish Continental Group plc.

The Most Modern Fleet

Irish Ferries' investment programme of nearly half a billion Euros in the last decade across all of its routes has helped to secure its position as Dublin Port's premier multi-purpose ferry operator. The major part of this investment has been spent on the construction of a new modern fleet of ferry vessels. Significant amounts have also been invested in the development of its service through Dublin including freight handling equipment and state-of-the-art technology.

The World's Largest Ferry

Irish Ferries' biggest commitment to Dublin Port so far was demonstrated with the building and introduction of Ulysses - the World's Largest Ferry, which services the Dublin/Holyhead route. This vessel was introduced in 2001.

With over four kilometres of vehicle lane parking space on board, its enormous car decks have enough space to carry 1,342 cars or 240 articulated trucks per sailing – effectively double the car parking capacity of Dublin's St Stephen's Green Shopping Centre. It can also carry a complement of 2,000 passengers and crew.

The €100 million Ulysses was the fourth in a line of new vessels specially built by Irish Ferries for its Dublin/Holyhead route. It followed the Isle of Innisfree (1995), the Isle of Inishmore (1997) and the high speed catamaran Dublin Swift (1999). In addition, in 2008 the company introduced a new addition to their Ireland/France services - the cruise ferry Oscar Wilde.

Quality Service

On the Dublin-Holyhead route Irish Ferries offer up to 8 sailings per day. Carryings amount to an estimated 1 million passengers annually along with nearly 400,000 vehicles.

The Company's quality focused approach is recognised in the numerous awards presented to Irish Ferries in recent times, including 'Best Ferry Company 2008' at the Irish Travel Trade Awards, and 'Shipping Company of the Year 2007' awarded by the Irish Exporters Association.

The Low Fares Promise!

Irish Ferries motto is "The Low Fares Ferry Company", reflecting their determination to offer customers the very best value ferry fares. This is a long term strategy that will continue to unfold as they underline their commitment to other low fares without compromising on quality of service, reliability or overall value. Check out their great offers yourself by visiting their award winning website www.irishferries.com.

Ferryport Terminal 1

Ferryport Terminal No. 1 is a multi-user terminal containing the port's main passenger terminal building serviced by a two-tier ramp and a single tier link span.

Berth 49

Length of Berth	213m
Depth at L.A.T.	11m standard

Ramp No. 5

Upper Deck

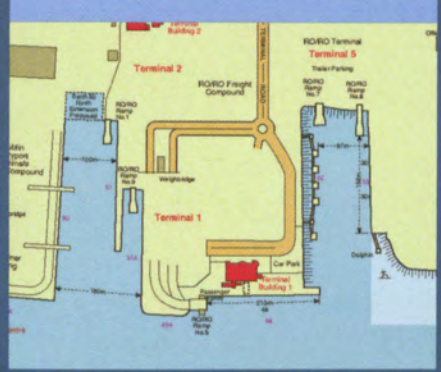
Length of Shore Ramp	43m
Width of Shore Ramp	10.8m
Maximum Vehicle Load	40 tonnes

Lower Deck

Length of Shore Ramp	40m
Width of Shore Ramp	20m
Maximum Vehicle Load	180 tonnes

Berth 51a

Length of Berth	190m
Depth at L.A.T.	8m standard
Length of Ramp	45m
Width of Ramp	20m
Maximum Vehicle Load	180 tonnes





Ferryport Terminal 1

Ferryport Terminal No. 1 is a multi-user terminal containing the port's main passenger terminal building serviced by a two-tier ramp and a single tier link span.

Berth 49

Length of Berth	213m
Depth at L.A.T.	11m standard

Ramp Upper Deck

Length of Shore Ramp	43m
Width of Shore Ramp	10.8m
Maximum Vehicle Load	40 tonnes

Ramp Lower Deck

Length of Shore Ramp	40m
Width of Shore Ramp	20m
Maximum Vehicle Load	180 tonnes

Berth 51a

Length of Berth	190m
Depth at L.A.T.	8m standard
Length of Ramp	45m
Width of Ramp	20m
Maximum Vehicle Load	180 tonnes

Isle of Man Steam Packet Company

Back to our Routes

The 2009 seasonal service between the Isle of Man and Ireland commences on Friday 10 April and operates through until Monday 7 September. Using the fast craft Snaefell, which is a 74 metre catamaran, the journey between Dublin and Douglas is around 2 hours 50 minutes.

Sailings during the main summer holiday periods in July and August will operate on a Friday and a Monday which offers a great short break opportunity for those wishing to visit friends and relatives.

Steam Packet Holidays is the tour operator arm of the Isle of Man Steam Packet Company and they offer great value short break ferry and accommodation packages from Dublin to Douglas.

In 2008 the Company undertook a major re-branding exercise that has seen all its vessels refurbished.

The new livery reflects the Company's restyled retro logo, with Isle of Man restored to the name and traditional designs and colours used to complete the new look. New staff uniforms have been introduced in classic black, with retro design accessories.

The Company has also revised the former 'Blue Riband' and '1st' services.

Blue Riband has been renamed the 'Manannan Executive Club' and is an exclusive members only lounge which offers a range of facilities for an annual membership fee. '1st' has been renamed the 'Manannan Premium Lounge' and offers passengers the opportunity to upgrade their seating for a moderate cost. Benefits include a dedicated member of crew and complimentary refreshments. For full details on seat upgrades, just visit www.steam-packet.com.

Each ship also has a new 'Niarbyl Lounge', which offers the opportunity to pre-book reserved seats, and all lounges have been decorated with the new branding and corporate colours.

In 2009 the investment continues with the introduction on the Liverpool services of a larger 96 metre catamaran which has been named 'Manannan' after the Celtic God of the Sea and protector of the Isle of Man.

Ferry only bookings can be made online at www.steam-packet.com or by telephoning 1800 805 055.

Inclusive packages can be booked by telephoning 1800 523 177.



Norfolkline Irish Sea Ferry Services

Norfolkline is the leading ro/ro freight carrier in Dublin Port, operating a fleet of 4 vessels and carrying approx 200,000 ro/ro freight units each year through the port.

From Dublin, Norfolkline offer a choice of routes to England, with two sailings per day to both Heysham and Liverpool. These are long sea routes, which reduce road miles and provide overall cost and environmental benefits.

The service from Dublin to Heysham is freight dedicated. This is a strategically important trading route with two daily departures, a morning departure at 09.00hrs and an over-night crossing at 22.00hrs.

The Dublin-Liverpool service links these two major cities and commercial centres. On this route, Norfolkline provide a complete freight and passenger service with two Viking class vessels – the Dublin Viking and the Liverpool Viking. Each of these large and modern ro/pax vessels provide capacity for 140 freight units each, and over 300 passengers. On board, passengers and freight drivers can relax and enjoy the superb facilities, restaurants, lounges and en-suite cabins.

This Dublin - Liverpool service operates to the purpose-built twin river berth facilities at 12 Quays. The river berths remove the need to navigate through the lock system on Merseyside, which enhances route scheduling and reliability. The terminal is located less than one mile from the M53, thereby offering direct access to the UK motorway network. On the Dublin to Liverpool route, Norfolkline provide daytime and overnight crossing sailing at 10.00hrs and 22.00hrs in both directions.

For further information please contact us on www.norfolkline.com

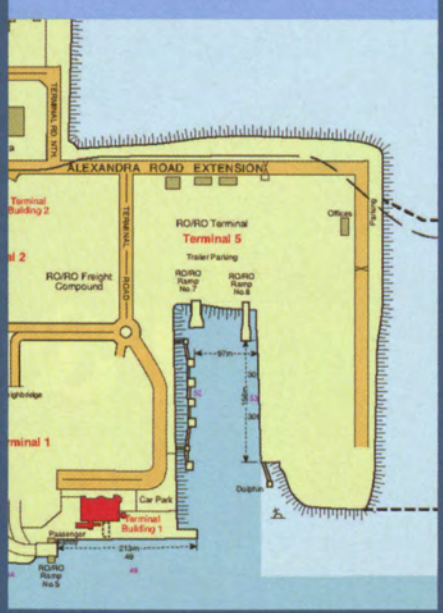
Terminal 5 Details

No. 7 Ramp

Length of Berth	200m
Depth at L.A.T.	7m standard
Length of Shore Ramp	35m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	180 tonnes

No. 8 Ramp

Length of Berth	156m
Depth of L.A.T	7m standard
Length of Shore Ramp	48m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	100 tonnes



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P&O Irish Sea

Operating between Dublin and Liverpool, P&O Irish Sea are located at Terminal 3 beside the East Link toll bridge. With a customer focused approach to sailing schedules and frequency, P&O Irish Sea represents an excellent choice for motorists and freight customers wishing to travel to and from Dublin Port.

P&O Irish Sea offer an unrivalled service to all sectors of the freight business, including driver accompanied, unaccompanied trailers, lolo containers and tanks, heavy haulage, trade vehicles and plant.

Our passenger service is based on a quality on board experience for motorists and freight drivers combining quality food, cabins and lounge accommodation with the convenience of daytime or overnight sailings direct to and from Liverpool.

The route is served by two comfortable, stabilised 21 knot RoPax vessels, "Norbay" and "Norbank", which can accommodate 127 freight units and 104 drivers or passengers. In addition P&O Irish Sea operate the chartered freight vessel "Celtic Star".

With a speed of 20 knots, the ship can cater for 68 freight pieces and 12 drivers. This dedicated 3 ship fleet offers customers the ultimate flexibility in schedule and service on the Dublin - Liverpool route.

With our comprehensive schedule we can cater for the specific needs of driver accompanied and unaccompanied freight while offering a quality service to car passengers with a high standard of on board service which is popular with freight customers and tourists alike. We recognise the value of quality service to our customers in both terminals and on board and are happy to see familiar faces who travel with us on a regular basis.

In addition to normal roro traffic flows we cater for lolo and intermodal customers with some of the shortest transit times, greatest frequency of service and a terminal organisation which aims to reduce turnaround time on quay for drivers collecting or laying down containers. For further information please consult our websites www.poisfreightferries.com (Freight), or www.poirishsea.com (Motorists) or contact us on (01) 8762345 (Freight) or (01) 4073434 (Motorists).

Terminal Details

No. 4 Ramp

Length of Berth	290m
Depth at L.A.T.	7m standard

Upper Deck

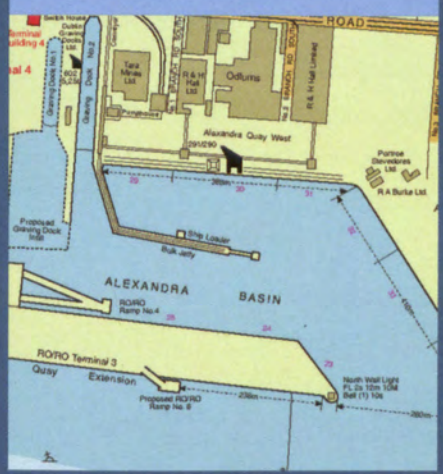
Length of Shore Ramp	41.5m
Width of Shore Ramp	10.5m
Maximum Vehicle Load	40 tonnes

Lower Deck

Length of Shore Ramp	46m
Width of Shore Ramp	20m
Maximum Vehicle Load	180 tonnes

No. 6 Ramp

Length of Berth	238m
Depth at L.A.T.	7m standard
Length of Shore Ramp	41m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	180 tonnes





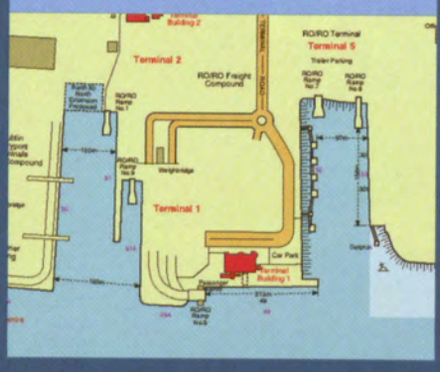
Ferryport Terminal 2

Ferryport Terminal No. 2 is a multi-user terminal, including a passenger terminal building and is serviced by a two-tier ramp and a single tier link span.

Berth 51	
Length of Berth	205m
Depth at L.A.T.	8m standard

Ramp No. 1	
Upper Deck	
Length of Shore Ramp	49m
Width of Shore Ramp	12m
Max Vehicle Load	40 tonnes
Lower Deck	
Length of Shore Ramp	46m
Width of Shore Ramp	20m
Max Vehicle Load	180 tonnes

Berth 51a	
Length of Berth	190m
Depth at L.A.T.	8m standard
Length of Ramp	45m
Width of Ramp	20m
Maximum Vehicle Load	180 tonnes



Stena Line

November 2005 saw the 10th anniversary of Stena Line's association with Dublin Port. In November 1995 the Company introduced the Stena Traveller, a freight only vessel to the Dublin Port - Holyhead route and has continually upgraded the service to the full Tourism and Freight offering it now operates.

The Superferry Stena Adventurer was introduced to the Holyhead- Dublin route in Summer 2003 offering 70% more capacity than it's predecessor the Stena Adventurer with 3,400 metres of lanespace. In addition, with a length of 211 metres she is the longest ferry ever to ply this Irish Sea route.

More capacity isn't the only freight-friendly feature of the Adventurer. Drive-through, two tier loading via bow and stern ramps means rapid embarkation and discharge. The internal design of the ship is also 'freight-friendly'. Loading is to 3 main decks with open lanes of sufficient width to ensure easy exit and entry to cabs, even on peak sailings.

The Stena Adventurer operates a twice-daily service with a crossing time of 3 hours and 15 minutes from Terminal 2 Dublin Ferryport. On board the Stena Adventurer boasts 150 cabins, a dedicated drivers lounge and a superior range of onboard facilities including shops, lounges, restaurants, bars and conference rooms.

More recently, in November 2008, Stena Line introduced a new Superferry, the Stena Nordica, to replace the freight only Stena Seatrader, with 1950 lane metres to supplement the Adventurer and cope with ongoing growth. The Stena Nordica will cater for both tourist and freight markets and will operate on a 1 round trip basis (except Sundays) until mid March 2009. From then the vessel will commence a 2 round trip schedule giving the Company 4 round trip frequency from Dublin Port daily (except Sunday - 3 round trips). Dedicated reservations for both ships are available via one number (01) 2047722 for both local and international requirements. Alternatively visit the Stena Line Freight website at www.stenalinefreight.com where you can make a booking and find up to the minute timetables and information on all Stena Line routes.

Ro Ro Schedule

Ferry Companies Operating in Dublin Port

Ferry Company	Port	Sailings Per Day	Ferry Times Arriving Dublin	Ferry Times Departing Dublin	Terminal
Norfolkline Irish Sea Ferry Service					
Cruise Ferry (Passengers & Freight) Tel: (01) 819 2999	Liverpool	2	05.00 17.00	10.00 22.00	Terminal 5
Cruise Ferry (Freight) Tel: (01) 8192988	Heysham	2	05.50 17.50	09.00 21.00	
Irish Ferries					
Cruise Ferry (Passengers & Freight) Tel: (01) 855 2222	Holyhead	2	05.55 17.25	08.05 20.55	Terminal 1
Fast Ferry (Passengers) Tel: (01) 0818 300 400	Holyhead	2	13.50 19.15	14.30 08.45*	Terminal 1
Stena Line					
Cruise Ferry (Passengers & Freight) Tel: (01) 204 7777	Holyhead	4	00.45 05.45 11.35 17.05	02.15 08.20 16.00 21.15	Terminal 2
P&O Irish Sea					
Cruise Ferry (Passengers & Freight) Tel: (01) 876 2345	Liverpool	3	05.30 11.30 17.30	10.00 15.00 22.00	Terminal 3
Isle of Man Steam Packet Company					
Fast Ferry Tel: 1800 805055	Douglas		Seasonal	Seasonal	Terminal 1
Seatruck Ferries					
Cruise Ferry (Freight) Tel: (01) 855 8268	Liverpool	2	05:45 17.45	09.45 21.45	Terminal 4

* Next Day Sailing

Terminals 1 & 2	Ferryport, Alexandra Road, Dublin 1.
Terminal 3	North Wall Extension, Dublin 1.
Terminal 4	Alexandra Road, Dublin 1.
Terminal 5	Alexandra Road Extension, Dublin 1.

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

Lo Lo

Modes of Transport





Lift on Lift off

As with Ro Ro Dublin is Irelands main Lo Lo port handling 676,000 TEU's in 2008. This trade is handled at three separate terminals at Dublin operated by Dublin Ferryport Terminals, Marine Terminals ltd and Portroe Stevedores.

There are direct daily services from Dublin to the UK and mainland Europe as well as weekly services to Iberia and the Mediterranean, including the East Mediterranean. In addition there are world wide transhipment services.

The Lo Lo mode is growing at over 9% per annum and now accounts for 23% of total throughput.



Dublin Ferryport Terminals (DFT)

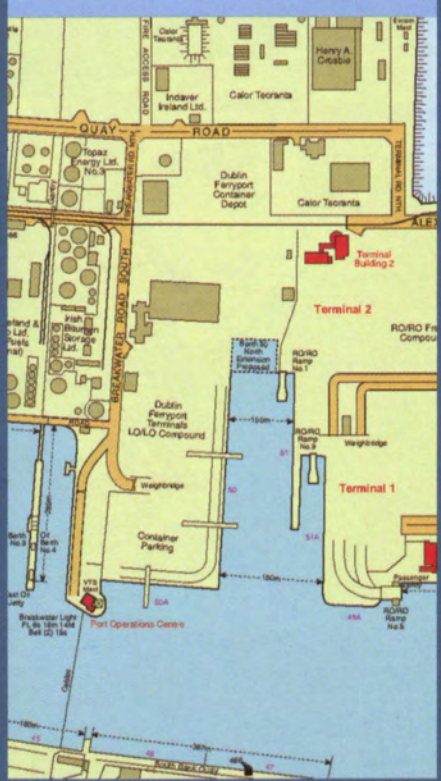
DFT's modern terminal provides container handling services to Eucon, Eurofeeders, MSC Norfolk, Geest, Zim Line, Quality Freight and Celtic Forwarding. These companies primarily service routes to Rotterdam, Antwerp, Tilbury, Le Havre, Southampton, Felixstowe, Thamesport and the East Mediterranean.

The terminal is equipped with three gantry cranes, seven RTG cranes, one full lift reachstacker and three empty container handlers. Completion of the new river berth has extended the available berths by 180mtrs at 11mtr draft.

DFT, through its subsidiary Dublin Ferryport Container Depot (DFCD), also provides depot facilities including storage, washing, repairs and reefer points.

Terminal Details

Length of berths	480 m
Depth at L.A.T.	9.00-11.00 m standard
Cranes	1 x 32 tonnes gantry
	3 x 40 tonnes gantry
Reachstacker	1 x 45 tonnes
Second-handling equipment	8 x 40 tonne RTG cranes
	1 x 12 tonne FLT
	4 x 18 tonne empty handlers
Reefer Points	250
Area	15.2 hectares





Marine Terminals Ltd. (MTL)

Marine Terminals (MTL) is Irelands largest and most modern container terminal both in size and craneage. The owners of MTL, The Mersey Docks & Harbour Co, now Peel Ports Group have recently completed a €25million refit of the operation. The terminal is equipped with 3 ship to shore gantry cranes (Liebherr) and can handle up to and including Panamax size vessels. All secondary handling is carried out by 4 rail mounted gantries (RMG's) complemented by various ground handling equipment. The quayside is 700 metres long and has guaranteed 10.2mtr draft alongside at all stages of the tide. There are also 270 reefer points.

Customers of the Terminal include, Coastal Container Line, BG Freightline, Seawheel and CMA-CGM. It also handles the widest variation of ports shipped to and from, to include Liverpool, Cardiff, Southampton, Le Havre, Zeebrugge, Antwerp and Rotterdam (all terminals)

Terminal Details

Length of berth	700 m
Depth at L.A.T.	8.5-11m standard
Cranes	5 x 45 tonne gantry
Second-handling equipment	4 x 40 tonne RMG
Reefer Points	300





Common User Container Terminal

Portroe Stevedores operates the common user container terminal on Alexandra Quay East and on Ocean Pier.

Portroe provides services to APL, Coastal, DSL Evergreen, Gracechurch, OOCL and XCL.

The terminal is equipped with five dock mobile cranes.

Portroe has commissioned the first three of eight RTG's as part of its €30m investment programme. A further three RTG's came into service in mid-2008. As part of this investment, Portroe now has 252 reefer points.

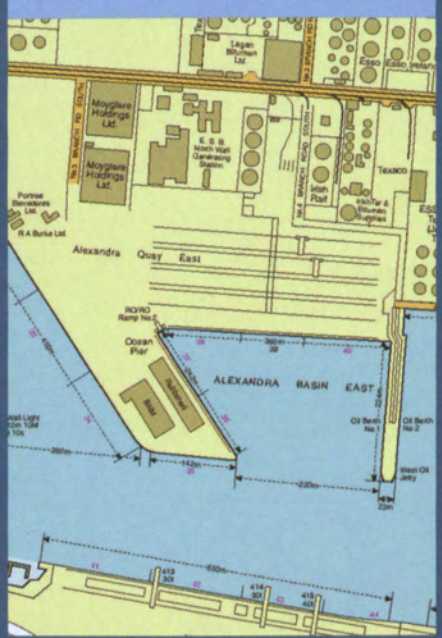
Portroe has also implemented a new container terminal management system with web access available to customers, users, forwarders and hauliers allowing them to manage their cargoes efficiently.

Portroe's total investment to date in its container business is €30m and the company is committed to investing a further €20m over the coming years.

Portroe is located less than 1 km from Dublin Port Tunnel

Terminal Details

Length of Berths available	900m
Depth at L.A.T.	10m
Cranes	2 x 104 tonne Liebherr LHM 400
	3 x 65 tonne Liebherr LHM 250
Second-handling equipment	3 x 1-over-6 and 7 wide RTG's
	11 x Reach stackers
Reefer Points	252



Lo Lo Scheduled Sailings

Dublin Port

Lo Lo European

Country	Port	Frequency	Agent	Line
Belgium	Antwerp	1 sailing weekly		BG Freight Line
		2 sailings weekly		Eucon
	Zeebrugge	1 sailing weekly	MSC (IRL)	MSC
		1 sailing weekly	Samskip	Samskip
Cyprus	Limassol	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
France	Rouen	1 sailing weekly	Eucon	Eucon
	Le Havre	1 sailing weekly	CMA CGM	CMA CGM
Greece	Piraeus	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
Italy	Salerno	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
Netherlands	Rotterdam	1 sailing weekly	Norfolkline	
		1 sailing weekly	MacAndrews & Co. Ltd.	Eucon
		3 sailings weekly		Xpress
		2 sailings weekly	Dublin Maritime	Samskip
		2 sailings weekly		BG Freight Line
		4 sailings weekly		APL
		1 sailing weekly	Dublin Maritime	
Portugal	Leixoes	1 sailing weekly	MacAndrews & Co. Ltd.	
		1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
	Lisbon	1 sailing weekly	McAndrews & Co. Ltd.	
Spain	Bilbao	1 sailing weekly	MacAndrews & Co. Ltd.	
	Castellon	1 x 10 days	Jenkinson Agencies	Borchard Lines
Turkey	Mersin	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
	Izmir	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
	Istanbul	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines

Lo Lo Scheduled Sailings

Dublin Port Continued.

Lo Lo Irish Sea

Port	Frequency	Agent	Line
Cardiff	2 sailings weekly	Coastal	
Felixstowe	1 sailing weekly		BG Freight Line
Greenock	1 sailing weekly 1 sailings weekly	Dublin Maritime Mac Andrews & Co. Ltd	Express
Liverpool	3 sailings weekly 2 sailings weekly 1 sailing weekly	Coastal Mac Andrews & Co. Ltd CMA CGM	
Southampton	1 sailing weekly	Dublin Maritime	Express
Belfast	1 sailing weekly	Dublin Maritime	Express
Cork	1 sailing weekly	Dublin Maritime	APL

Lo Lo - Non European

Country	Port	Frequency	Agent	Line
Egypt	Alexandria	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
Israel	Haifa Ashdod	1 sailing every 10 days 1 sailing every 10 days	Jenkinson Agencies Jenkinson Agencies	Borchard Lines Borchard Lines
Lebanon	Beirut	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines

Notes:

1) The above schedule sailings may be subject to change and should be checked with the ferry companies/ship agents at the time of booking.

2) The sailings are direct sailings only from Dublin Port. There are worldwide transhipments from the destination ports. For more detail on transhipments please contact the agents as listed.

Line/Agent	Telephone
MacAndrews & Co. Ltd	855 2644
BG Freight Line	803 8700
Coastal Line	618 5400
Eucon	607 5555
CMA-CGM Shipping (Irl) Limited	855 0007
Irish Ferries	855 2222
International Maritime Agencies	832 0709
Jenkinson Agencies	816 3500

Line/Agent	Telephone
MSC (IRL)	294 8704
Norfolkline Irish Sea Ferry Service	
(Passengers) Liverpool	819 2999
(Freight) Heysham & Liverpool	819 2988
P&O Irish Sea	855 7001
Blue Star Agencies	819 2666
Isle of Man Steam Packet Company	1800 805 055
Samskip	631 0900
Stena Line	204 7777
Dublin Maritime	672 0500

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COASTAL CONTAINER LINE LTD

BG Freight Line

MARINE TERMINALS LIMITED, Dublin – Ireland's largest deep water container terminal, providing major shipping lines such as CMA CGM, Maersk and Hapag Lloyd, three of the world's top five container shipping lines, plus Samskip, MacAndrews and BG Freight Line with fast, efficient service on the back of a €22 million terminal redevelopment programme.

COASTAL CONTAINER LINE LTD – providing regular, fast and efficient links between Dublin and the Port of Liverpool.

BG FREIGHT LINE – offering reliability and speed to and from Dublin, Belfast, Cork, Greenock and the North European ports of Rotterdam and Antwerp



MARINE TERMINALS LIMITED:
Eamon Sullivan Tel: 00 353 1 6677765 email: eamon.sullivan@merseydocks.co.uk

COASTAL CONTAINER LINE:
John Forrester Tel: 00 353 1 6185400 email: john.forrester@merseydocks.co.uk

BG FREIGHT LINE:
Paul Mason Tel: 00 353 1 8038700 email: paul@bgf.ie

Peel PEEL PORTS

Bulk

Modes of Transport



Liquid - Bulk

The Port has discharging facilities for oil, bitumen, chemicals, liquid petroleum gases and molasses. A 41 hectare oil zone with storage capacity for 330,000 product tonnes (including 6,000 tonnes of LPG) is linked to four oil berths by a common user oil pipeline system, which incorporates 36 pipe lines. The cargoes of tankers can, therefore, be discharged to the storage installations of any of the oil companies. A comprehensive fire fighting system is fitted on the Eastern and Western Oil Jetties.

Facilities are available at the oil jetties for obtaining bunkers from the various oil companies. Bunkers may also be obtained at berths by means of road tankers.

Oil Jetties

No. 1 West

Length of Berth	226m
Depth at L.A.T.	10.4m standard

No. 2 East

Length of Berth	235m
Depth at L.A.T.	10.7m standard

No. 3 West

Length of Berth	207m
Depth at L.A.T.	10.1m standard

No. 4 East

Length of Berth	207m
Depth at L.A.T.	6.4m standard

Poolbeg Power Station

Length of Berth	325m
Depth at L.A.T.	10.6m standard

This berth, which can accommodate tankers of up to 70,000 tonnes, has oil pipeline connections to the storage tanks serving the power station.





Dry - Bulk

Dry Bulk facilities are provided to cater for the loading and discharging of concentrate, peat, coal, grain, animal feedstuffs, fertilizer, furnace slag, cement fines etc.

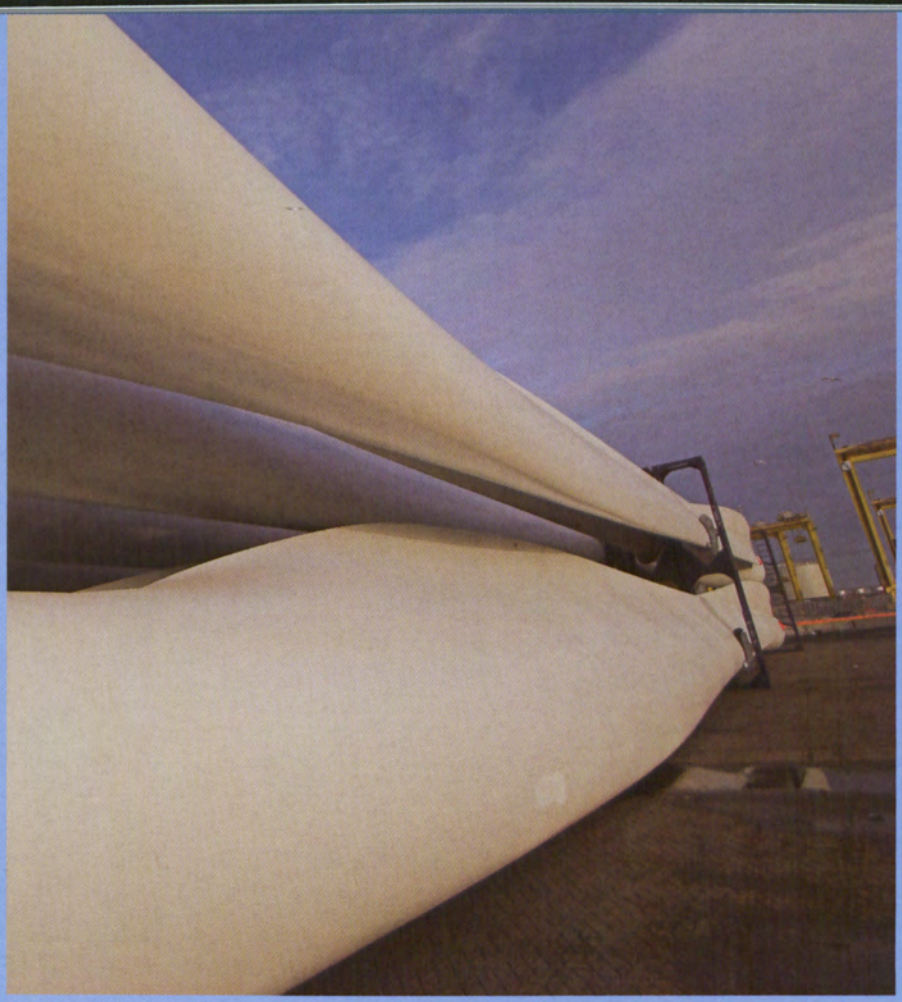
Five mobile cranes 1 x 104 tonnes and 4 x 64 tonnes operate in this area. Cranes are capable of hook, spreader and grab work. Two electric portal grabbing cranes of 1 x 10 tonne and 1 x 20 tonne capacity, conveyors and hoppers are also available to handle dry bulk cargoes.

A conveyor and ship loading facility connects the Alexandra Terminals storage shed to vessels on the Dry Bulk Jetty in Alexandra Basin for the loading-out of lead and zinc concentrate. Privately owned storage for up to 100,000 tonnes of grain, animal feed, etc. is available locally.

Break - Bulk

Break Bulk accounts for less than 1% of total throughput and is catered for on the northside of the Port.

The main commodities in this area are newsprint, linerboard and plasterboard.



Stevedoring Companies:	Phone Nos.
Dublin Port Stevedores	(01) 676 2259
Poolbeg Stevedoring	(01) 836 5736
Portroe Stevedore	(01) 836 5736

Common User Berths and Quays

Cranes

3 x 64 tonnes mobile cranes
2 x 104 tonnes mobile crane

Cranes are capable of hook, spreader and grab work and operate in the Alexandra Quay/Ocean Pier area.

Bulk Jetty
– Alexandra Basin (Dry Bulk)

Length of Jetty	247m
Depth at L.A.T.	9.0m standard - northside
	10.0m standard - southside

Alexandra Quay
West

Length of berth	385m
Depth at L.A.T.	9.8 - 10.2m standard

East

Length of Berth	360m
Depth at L.A.T.	9.6 - 10.3m standard

Ocean Pier
West

Length of Berth	410m
Depth at L.A.T.	9.5m standard

East

Length of Berth	242m
Depth at L.A.T.	9.7m standard

South Deep Water Quay
– (Dry Bulk)

Length of Quay	357m
Depth at L.A.T.	11.0m standard
Open Quay Area	4.25 hectares
Cranes	1 x 10 tonnes
	1 x 64 tonnes
	1 x 84 tonnes

This quay is also equipped with pipelines for discharge of molasses and cement.

tourism







Passengers

There has never been a better time to travel by sea. Faster, more comfortable ships equipped with state of the art facilities are ferrying more and more passengers to and from Dublin Port. Today six ferry companies, between them, operate up to seventeen sailings daily connecting Dublin with Holyhead, Liverpool and Douglas.

Terminals at Dublin Port are to the best industry standards and ensure seamless trouble free travel.

In 2008 1.3 million passengers travelled by ferry through Dublin Port.

Ferry Operators

Irish Ferries

Isle of Man Steam Packet Company

Norfolkline Ferry Service

P & O Irish Sea

Stena Line

Passenger Schedule

Ferry Companies Operating in Dublin Port

Ferry Company	Port	Sailings Per Day	Ferry Times Arriving Dublin	Ferry Times Departing Dublin	Terminal
Irish Ferries					
Cruise Ferry (Passengers & Freight) Tel: 0818 300 400	Holyhead	2	05.55 17.25	08.05 20.55	Terminal 1
Fast Ferry (Passengers) Tel: 0818 300 400	Holyhead	2	13.50 19.15	14.30 08.45*	Terminal 1
Stena Line					
Cruise Ferry (Passengers & Freight) Tel: (01) 204 7777	Holyhead	4	00.45 05.45 11.35 17.05	02.15 08.20 16.00 21.15	Terminal 2
Norfolkline Ferries					
Cruise Ferry (Passengers & Freight) Tel: (01) 819 2999	Liverpool	2	05.00 17.00	10.00 22.00	Terminal 1
Cruise Ferry (Freight)	Heysham	2	05.50 17.50	09.00 21.00	
P&O Irish Sea					
Cruise Ferry (Passengers & Freight) Tel: (01) 407 3434	Liverpool	3	05.30 11.30 17.30	10.00 15.00 22.00	Terminal 3
Isle of Man Steam Packet Company					
Fast Ferry Tel: 1800 805 055	Douglas		Seasonal	Seasonal	Terminal 1
Seatruck Ferries					
Tel: (01) 855 8268	Liverpool	2	05:45 17.45	09.45 21.45	Terminal 4

* Next Day Sailing

Terminals 1 & 2 Ferryport, Alexandra Road, Dublin 1.
Terminal 3 North Wall Extension, Dublin 1.
Terminal 4 Alexandra Road, Dublin 1.
Terminal 5 Alexandra Road Extension, Dublin 1.

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



tourism

Cruise Line Operators

Dublin is Irelands most popular port with cruise liners. 82 visited Dublin in 2008. Smaller liners can come up the River Liffey close to the city centre while the larger ships berth in Alexandra Quay, which is only 2 kms from the city centre.

Dublin has a lot to offer the potential visitor. Where else in the world would you find culture, history, architecture, scenic beauty, beaches and mountains all within a radius of 40 kilometres of the city centre. If sport is your passion you will find more that 50 golf courses all within easy reach of the city.

Breathtaking Wicklow with its mountains, lakes, valleys and long sandy beaches is a short drive to the south. To the north the historic Boyne Valley boasts a different type of grandeur, which includes the legendary Hill of Tara, Slane, Newgrange and the site of the Battle of the Boyne.

No visit to Dublin would be complete without discovering the birthplaces of its most famous beverages at Guinness Brewery and the Irish Whiskey Distillery. Both of these welcome visitors while the pubs of Dublin are famous the world over.

One does not need to have Dublin or even Irish ancestry to enjoy a visit to Dublins Fair City, the home of Sweet Molly Malone.



INTERLINER AGENCIES LIMITED

WORLDWIDE FREIGHT SERVICES

Unit 4, 2nd Floor, Temple Grove, Temple Road, Blackrock, Co. Dublin

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Email: info@interliner.ie | **Website:** www.interliner.ie

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For Further Information please visit our website

www.interliner.ie

IRELAND, EAST COAST – DUBLIN

Lat 53°21′N Long 6°13′W

TIME ZONE **GMT/BST** TIMES AND HEIGHTS OF HIGH AND LOW WATERS YEAR **2009**

JANUARY

	Time	m		Time	m
1 TH	0211	3·64	**16** F	0302	3·74
	0742	1·15		0830	1·00
	1424	3·92		1520	4·06
	2011	0·95		2112	0·75
2 F	0255	3·60	**17** SA	0354	3·59
	0824	1·20		0923	1·18
	1508	3·86		1614	3·86
	2055	0·98		2204	1·00
3 SA	0340	3·55	**18** SU ☾	0450	3·46
	0912	1·28		1022	1·37
	1554	3·79		1713	3·65
	2143	1·03		2300	1·26
4 SU ☽	0431	3·49	**19** M	0552	3·37
	1004	1·36		1126	1·54
	1643	3·71		1819	3·47
	2236	1·12			
5 M	0528	3·44	**20** TU	0004	1·48
	1103	1·43		0657	3·35
	1741	3·63		1240	1·63
	2337	1·21		1928	3·36
6 TU	0632	3·44	**21** W	0119	1·59
	1212	1·45		0800	3·41
	1846	3·60		1404	1·60
				2035	3·35
7 W	0049	1·25	**22** TH	0234	1·57
	0741	3·53		0859	3·52
	1322	1·36		1512	1·46
	1957	3·64		2136	3·40
8 TH	0157	1·20	**23** F	0329	1·46
	0844	3·69		0950	3·66
	1428	1·17		1600	1·30
	2106	3·76		2225	3·48
9 F	0301	1·07	**24** SA	0410	1·32
	0940	3·90		1032	3·79
	1529	0·91		1636	1·15
	2208	3·91		2303	3·56
10 SA	0354	0·91	**25** SU	0442	1·19
	1032	4·10		1109	3·88
	1622	0·65		1709	1·02
	2302	4·03		2335	3·62
11 SU ○	0442	0·77	**26** M ●	0513	1·06
	1121	4·27		1141	3·95
	1711	0·43		1737	0·92
	2351	4·09			
12 M	0527	0·69	**27** TU	0005	3·67
	1208	4·36		0540	0·97
	1759	0·30		1209	3·99
				1804	0·83
13 TU	0039	4·08	**28** W	0033	3·72
	0609	0·67		0606	0·89
	1253	4·38		1240	4·02
	1846	0·28		1830	0·75
14 W	0125	4·00	**29** TH	0104	3·75
	0654	0·73		0637	0·85
	1341	4·33		1315	4·03
	1934	0·36		1901	0·70
15 TH	0213	3·88	**30** F	0139	3·77
	0741	0·84		0712	0·84
	1430	4·22		1355	4·02
	2023	0·52		1939	0·68
			31 SA	0219	3·76
				0752	0·87
				1435	3·98
				2020	0·73

FEBRUARY

	Time	m		Time	m
1 SU	0302	3·70	**16** M ☾	0351	3·46
	0835	0·96		0940	1·20
	1520	3·89		1625	3·50
	2105	0·85		2211	1·31
2 M ☽	0349	3·60	**17** TU	0449	3·31
	0925	1·10		1042	1·43
	1608	3·76		1733	3·26
	2156	1·04		2310	1·57
3 TU	0443	3·47	**18** W	0604	3·21
	1024	1·26		1154	1·59
	1706	3·59		1850	3·13
	2256	1·25			
4 W	0549	3·38	**19** TH	0025	1·74
	1135	1·38		0718	3·22
	1818	3·46		1331	1·61
				2004	3·12
5 TH	0013	1·41	**20** F	0204	1·71
	0711	3·39		0826	3·34
	1301	1·37		1449	1·45
	1943	3·45		2112	3·23
6 F	0142	1·39	**21** SA	0308	1·53
	0827	3·55		0923	3·51
	1421	1·17		1537	1·24
	2101	3·58		2203	3·38
7 SA	0255	1·21	**22** SU	0349	1·32
	0930	3·79		1008	3·67
	1526	0·86		1612	1·04
	2204	3·76		2241	3·51
8 SU	0351	0·97	**23** M	0419	1·11
	1025	4·03		1045	3·80
	1618	0·55		1642	0·87
	2256	3·91		2311	3·62
9 M ○	0436	0·75	**24** TU	0448	0·93
	1111	4·22		1116	3·89
	1703	0·31		1707	0·73
	2342	4·00		2338	3·70
10 TU	0516	0·60	**25** W ●	0513	0·78
	1155	4·32		1142	3·97
	1745	0·19		1731	0·60
11 W	0023	4·00	**26** TH	0004	3·78
	0555	0·53		0538	0·66
	1236	4·34		1212	4·03
	1826	0·18		1758	0·51
12 TH	0101	3·95	**27** F	0032	3·84
	0633	0·54		0608	0·58
	1317	4·28		1246	4·07
	1908	0·29		1830	0·47
13 F	0141	3·86	**28** SA	0107	3·88
	0714	0·63		0643	0·56
	1359	4·15		1325	4·06
	1950	0·48		1908	0·50
14 SA	0220	3·74			
	0757	0·77			
	1444	3·97			
	2034	0·73			
15 SU	0304	3·61			
	0847	0·97			
	1530	3·75			
	2120	1·01			

MARCH

	Time	m		Time	m
1 SU	0146	3·86	**16** M	0223	3·66
	0722	0·60		0816	0·84
	1407	4·01		1458	3·63
	1949	0·61		2042	1·03
2 M	0228	3·79	**17** TU	0306	3·52
	0807	0·72		0908	1·06
	1454	3·89		1549	3·39
	2035	0·80		2130	1·31
3 TU	0318	3·66	**18** W ☾	0356	3·35
	0859	0·91		1008	1·29
	1546	3·71		1652	3·15
	2127	1·05		2229	1·57
4 W ☽	0412	3·50	**19** TH	0506	3·19
	1003	1·12		1117	1·47
	1646	3·49		1813	3·00
	2232	1·32		2341	1·74
5 TH	0521	3·35	**20** F	0634	3·13
	1123	1·28		1240	1·52
	1806	3·33		1932	3·01
	2358	1·50			
6 F	0651	3·34	**21** SA	0108	1·74
	1254	1·26		0749	3·21
	1941	3·34		1409	1·39
				2040	3·14
7 SA	0134	1·46	**22** SU	0228	1·55
	0814	3·50		0848	3·37
	1416	1·03		1459	1·17
	2059	3·50		2130	3·32
8 SU	0248	1·22	**23** M	0313	1·31
	0920	3·75		0936	3·55
	1518	0·72		1536	0·95
	2200	3·69		2210	3·49
9 M	0340	0·95	**24** TU	0346	1·06
	1015	3·98		1012	3·70
	1607	0·44		1604	0·76
	2248	3·83		2241	3·63
10 TU	0422	0·71	**25** W	0414	0·84
	1100	4·14		1043	3·83
	1648	0·26		1631	0·59
	2328	3·90		2306	3·74
11 W ○	0500	0·54	**26** TH ●	0441	0·66
	1141	4·21		1111	3·94
	1727	0·19		1657	0·46
				2331	3·84
12 TH	0004	3·91	**27** F	0509	0·51
	0537	0·46		1144	4·02
	1218	4·20		1727	0·38
	1805	0·22			
13 F	0034	3·88	**28** SA	0002	3·92
	0612	0·45		0541	0·42
	1254	4·13		1220	4·07
	1841	0·35		1802	0·37
14 SA	0107	3·83	**29** SU	0037	3·96
	0650	0·52		0719	0·40
	1332	4·01		1401	4·05
	1919	0·54		1941	0·46
15 SU	0143	3·76	**30** M	0219	3·94
	0731	0·65		0803	0·47
	1413	3·84		1448	3·97
	1959	0·77		2025	0·63
			31 TU	0306	3·86
				0852	0·62
				1538	3·83
				2116	0·86

APRIL

	Time	m		Time	m
1 W	0356	3·73	**16** TH	0423	3·45
	0951	0·81		1041	1·19
	1634	3·63		1719	3·15
	2213	1·13		2257	1·51
2 TH ☽	0456	3·56	**17** F ☾	0522	3·28
	1100	1·00		1145	1·33
	1743	3·43		1834	3·02
	2325	1·37			
3 F	0610	3·43	**18** SA	0004	1·65
	1221	1·10		0642	3·17
	1909	3·32		1255	1·39
				1950	3·01
4 SA	0049	1·50	**19** SU	0116	1·68
	0740	3·43		0801	3·18
	1346	1·05		1405	1·32
	2035	3·36		2055	3·13
5 SU	0218	1·42	**20** M	0226	1·55
	0859	3·57		0903	3·30
	1459	0·87		1503	1·15
	2148	3·50		2147	3·29
6 M	0327	1·21	**21** TU	0320	1·34
	1005	3·76		0952	3·46
	1558	0·64		1545	0·95
	2244	3·65		2227	3·47
7 TU	0419	0·97	**22** W	0359	1·10
	1100	3·93		1032	3·63
	1646	0·46		1620	0·75
	2332	3·76		2301	3·63
8 W	0503	0·76	**23** TH	0433	0·87
	1146	4·03		1107	3·79
	1728	0·36		1653	0·58
				2329	3·77
9 TH ○	0010	3·81	**24** F	0505	0·66
	0542	0·61		1141	3·92
	1226	4·06		1725	0·45
	1806	0·35			
10 F	0042	3·82	**25** SA ●	0000	3·90
	0619	0·54		0541	0·49
	1301	4·02		1219	4·01
	1841	0·42		1800	0·40
11 SA	0109	3·82	**26** SU	0035	3·99
	0654	0·53		0619	0·40
	1334	3·95		1259	4·05
	1916	0·54		1840	0·43
12 SU	0140	3·81	**27** M	0116	4·03
	0732	0·58		0702	0·38
	1410	3·84		1346	4·02
	1951	0·69		1922	0·54
13 M	0215	3·78	**28** TU	0201	4·02
	0811	0·68		0750	0·45
	1450	3·71		1436	3·93
	2029	0·87		2011	0·72
14 TU	0255	3·71	**29** W	0252	3·95
	0855	0·83		0846	0·57
	1534	3·54		1533	3·80
	2111	1·08		2106	0·94
15 W	0337	3·60	**30** TH	0347	3·84
	0945	1·00		0949	0·71
	1622	3·35		1634	3·63
	2159	1·30		2208	1·15

DATUM OF PREDICTIONS = CHART DATUM : 0.20 METRES ABOVE ORDNANCE DATUM (DUBLIN)

PROUDMAN OCEANOGRAPHIC LABORATORY, 6 BROWNLOW STREET, LIVERPOOL, MERSEYSIDE, L3 5DA, UK.

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IRELAND, EAST COAST – DUBLIN

Lat 53°21′ N Long 6°13′ W

TIME ZONE **GMT/BST** | TIMES AND HEIGHTS OF HIGH AND LOW WATERS | YEAR **2009**

MAY

	Time	m		Time	m
1	0451	3·72	**16**	0450	3·45
F	1100	0·83	SA	1110	1·20
☽	1745	3·49		1748	3·15
	2317	1·33		2324	1·51
2	0604	3·64	**17**	0549	3·34
SA	1211	0·89	SU	1209	1·25
	1902	3·42	☾	1852	3·12
3	0033	1·40	**18**	0026	1·56
SU	0723	3·63	M	0655	3·30
	1325	0·88		1308	1·23
	2017	3·45		1957	3·17
4	0149	1·37	**19**	0127	1·51
M	0835	3·69	TU	0800	3·34
	1432	0·81		1403	1·14
	2123	3·53		2050	3·29
5	0255	1·24	**20**	0221	1·38
TU	0940	3·79	W	0855	3·46
	1530	0·72		1452	1·01
	2219	3·62		2137	3·45
6	0351	1·07	**21**	0309	1·19
W	1036	3·87	TH	0944	3·61
	1620	0·65		1535	0·85
	2307	3·70		2218	3·62
7	0439	0·93	**22**	0352	0·97
TH	1125	3·90	F	1029	3·76
	1704	0·63		1616	0·70
	2348	3·74		2256	3·79
8	0522	0·82	**23**	0434	0·76
F	1207	3·89	SA	1114	3·90
	1743	0·65		1658	0·59
				2335	3·93
9	0020	3·76	**24**	0518	0·58
SA	0602	0·76	SU	1200	4·00
○	1244	3·84	●	1739	0·54
	1820	0·71			
10	0048	3·78	**25**	0017	4·05
SU	0640	0·74	M	0603	0·46
	1318	3·78		1247	4·04
	1855	0·79		1823	0·55
11	0119	3·80	**26**	0102	4·11
M	0718	0·76	TU	0651	0·41
	1353	3·70		1337	4·02
	1930	0·89		1911	0·63
12	0154	3·80	**27**	0150	4·13
TU	0757	0·82	W	0744	0·42
	1431	3·61		1431	3·95
	2007	0·99		2000	0·76
13	0232	3·77	**28**	0242	4·09
W	0839	0·90	TH	0842	0·48
	1513	3·51		1527	3·85
	2048	1·12		2056	0·92
14	0314	3·69	**29**	0340	4·03
TH	0924	1·00	F	0942	0·57
	1558	3·38		1627	3·72
	2133	1·26		2155	1·08
15	0359	3·58	**30**	0443	3·94
F	1015	1·11	SA	1047	0·66
	1649	3·26		1732	3·61
	2225	1·40		2258	1·21
			31	0549	3·86
			SU	1152	0·76
			☽	1840	3·53

JUNE

	Time	m		Time	m
1	0004	1·31	**16**	0600	3·50
M	0658	3·79	TU	1207	1·15
	1256	0·84		1848	3·28
	1946	3·50			
2	0112	1·34	**17**	0024	1·43
TU	0805	3·76	W	0659	3·47
	1400	0·90		1304	1·16
	2049	3·52		1947	3·32
3	0219	1·32	**18**	0123	1·39
W	0910	3·75	TH	0800	3·50
	1459	0·94		1401	1·12
	2147	3·57		2045	3·43
4	0321	1·25	**19**	0222	1·28
TH	1009	3·75	F	0902	3·59
	1554	0·95		1456	1·03
	2237	3·63		2138	3·59
5	0416	1·16	**20**	0317	1·11
F	1103	3·75	SA	0959	3·72
	1641	0·96		1548	0·92
	2321	3·69		2229	3·77
6	0504	1·07	**21**	0411	0·89
SA	1148	3·73	SU	1056	3·85
	1724	0·98		1637	0·80
	2357	3·74		2317	3·95
7	0548	1·00	**22**	0503	0·68
SU	1227	3·69	M	1148	3·97
○	1802	0·99	●	1725	0·70
8	0030	3·79	**23**	0004	4·11
M	0627	0·95	TU	0553	0·49
	1302	3·66		1238	4·04
	1837	1·00		1811	0·65
9	0102	3·83	**24**	0051	4·22
TU	0705	0·93	W	0642	0·37
	1336	3·62		1329	4·06
	1912	1·02		1859	0·65
10	0136	3·84	**25**	0139	4·27
W	0743	0·94	TH	0734	0·33
	1411	3·58		1419	4·01
	1946	1·05		1947	0·71
11	0212	3·84	**26**	0231	4·26
TH	0819	0·96	F	0829	0·36
	1449	3·54		1513	3·92
	2022	1·10		2038	0·82
12	0252	3·80	**27**	0324	4·20
F	0859	0·99	SA	0926	0·45
	1530	3·48		1608	3·80
	2103	1·17		2133	0·95
13	0334	3·73	**28**	0422	4·09
SA	0940	1·03	SU	1023	0·58
	1613	3·42		1705	3·68
	2147	1·25		2230	1·10
14	0419	3·65	**29**	0522	3·96
SU	1025	1·07	M	1121	0·75
	1700	3·35	☽	1804	3·56
	2234	1·33		2329	1·24
15	0508	3·57	**30**	0626	3·82
M	1114	1·12	TU	1220	0·94
☾	1752	3·30		1906	3·48
	2326	1·40			

JULY

	Time	m		Time	m
1	0033	1·36	**16**	0613	3·56
W	0732	3·70	TH	1209	1·18
	1322	1·11		1856	3·37
	2010	3·46			
2	0141	1·44	**17**	0034	1·38
TH	0838	3·61	F	0718	3·50
	1426	1·23		1315	1·26
	2110	3·49		2004	3·40
3	0252	1·43	**18**	0144	1·36
F	0942	3·58	SA	0831	3·51
	1527	1·28		1425	1·25
	2206	3·56		2111	3·53
4	0358	1·36	**19**	0255	1·22
SA	1040	3·57	SU	0942	3·62
	1622	1·27		1530	1·14
	2256	3·65		2212	3·74
5	0451	1·24	**20**	0358	0·97
SU	1131	3·58	M	1044	3·79
	1707	1·22		1626	0·96
	2336	3·74		2304	3·97
6	0536	1·14	**21**	0454	0·69
M	1210	3·59	TU	1138	3·94
	1745	1·15		1717	0·78
				2353	4·17
7	0011	3·82	**22**	0545	0·43
TU	0614	1·05	W	1228	4·05
○	1244	3·60	●	1802	0·65
	1819	1·09			
8	0044	3·87	**23**	0038	4·32
W	0649	0·99	TH	0633	0·26
	1316	3·60		1315	4·08
	1851	1·04		1845	0·58
9	0115	3·91	**24**	0123	4·38
TH	0722	0·95	F	0720	0·20
	1349	3·61		1401	4·05
	1922	1·01		1929	0·59
10	0149	3·92	**25**	0210	4·36
F	0751	0·92	SA	0808	0·25
	1421	3·61		1448	3·96
	1954	1·00		2014	0·67
11	0224	3·91	**26**	0259	4·28
SA	0822	0·91	SU	0857	0·39
	1457	3·61		1535	3·84
	2028	1·02		2103	0·81
12	0303	3·88	**27**	0349	4·13
SU	0857	0·91	M	0949	0·60
	1537	3·58		1626	3·70
	2107	1·06		2155	0·99
13	0345	3·83	**28**	0444	3·94
M	0938	0·93	TU	1043	0·84
	1619	3·54		1719	3·56
	2149	1·13	☽	2253	1·19
14	0430	3·76	**29**	0545	3·72
TU	1022	0·99	W	1138	1·11
	1705	3·48		1819	3·44
	2237	1·22		2353	1·38
15	0518	3·66	**30**	0654	3·53
W	1112	1·08	TH	1238	1·35
☾	1756	3·41		1926	3·37
	2331	1·31			
			31	0104	1·53
			F	0805	3·40
				1347	1·51
				2032	3·39

AUGUST

	Time	m		Time	m
1	0226	1·56	**16**	0123	1·40
SA	0916	3·37	SU	0815	3·40
	1502	1·54		1407	1·43
	2135	3·49		2052	3·50
2	0345	1·45	**17**	0245	1·24
SU	1022	3·42	M	0934	3·54
	1604	1·46		1520	1·28
	2230	3·62		2158	3·74
3	0440	1·29	**18**	0354	0·94
M	1114	3·49	TU	1037	3·74
	1649	1·33		1619	1·04
	2315	3·75		2253	4·00
4	0521	1·13	**19**	0449	0·60
TU	1152	3·56	W	1129	3·93
	1725	1·19		1707	0·79
	2352	3·86		2341	4·23
5	0555	1·00	**20**	0536	0·32
W	1224	3·61	TH	1216	4·04
	1757	1·06	●	1749	0·60
6	0023	3·93	**21**	0023	4·37
TH	0626	0·91	F	0619	0·16
○	1254	3·65		1258	4·08
	1827	0·96		1828	0·50
7	0052	3·97	**22**	0105	4·42
F	0652	0·84	SA	0701	0·13
	1322	3·68		1337	4·05
	1854	0·89		1908	0·49
8	0120	4·00	**23**	0146	4·38
SA	0718	0·79	SU	0743	0·23
	1350	3·72		1418	3·97
	1922	0·85		1949	0·57
9	0154	4·01	**24**	0229	4·26
SU	0744	0·76	M	0826	0·42
	1424	3·74		1459	3·86
	1954	0·84		2034	0·71
10	0231	4·00	**25**	0316	4·08
M	0819	0·76	TU	0913	0·67
	1502	3·73		1544	3·73
	2031	0·88		2121	0·91
11	0311	3·95	**26**	0405	3·85
TU	0859	0·80	W	1002	0·96
	1542	3·69		1632	3·59
	2113	0·96		2216	1·15
12	0355	3·86	**27**	0503	3·59
W	0942	0·91	TH	1056	1·25
	1627	3·61		1728	3·44
	2159	1·08	☽	2318	1·38
13	0443	3·73	**28**	0614	3·35
TH	1032	1·07	F	1155	1·51
	1717	3·50		1838	3·34
☾	2254	1·24			
14	0539	3·57	**29**	0028	1·56
F	1129	1·26	SA	0733	3·21
	1817	3·39		1304	1·69
				1954	3·33
15	0002	1·38	**30**	0200	1·60
SA	0648	3·42	SU	0850	3·21
	1242	1·42		1432	1·70
	1933	3·37		2103	3·43
			31	0327	1·46
			M	1001	3·32
				1540	1·55
				2204	3·59

DATUM OF PREDICTIONS = CHART DATUM : 0.20 METRES ABOVE ORDNANCE DATUM (DUBLIN)

PROUDMAN OCEANOGRAPHIC LABORATORY, 6 BROWNLOW STREET, LIVERPOOL, MERSEYSIDE, L3 5DA, UK.

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IRELAND, EAST COAST – DUBLIN

Lat 53°21′ N Long 6°13′ W

TIME ZONE **GMT/BST**

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

YEAR **2009**

SEPTEMBER

	Time	m		Time	m		Time	m		Time	m
1 TU	0419	1·25	**16** W	0345	0·83	**1** TH	0422	1·04	**16** F	0418	0·56
	1053	3·46		1029	3·74		1057	3·61		1103	3·92
	1626	1·36		1606	1·05		1629	1·18		1633	0·89
	2250	3·75		2240	4·04		2256	3·83		2311	4·18
2 W	0457	1·06	**17** TH	0437	0·52	**2** F	0453	0·87	**17** SA	0501	0·43
	1129	3·58		1119	3·92		1129	3·73		1145	4·00
	1701	1·16		1653	0·80		1700	0·99		1714	0·74
	2326	3·87		2326	4·24		2328	3·93		2353	4·24
3 TH	0528	0·91	**18** F	0521	0·30	**3** SA	0519	0·74	**18** SU	0542	0·39
	1200	3·67		1202	4·02		1157	3·82		1221	4·03
	1732	0·99	●	1732	0·62		1728	0·84	●	1753	0·65
	2359	3·96					2356	4·01			
4 F	0555	0·79	**19** SA	0007	4·34	**4** SU	0543	0·65	**19** M	0031	4·22
	1227	3·74		0600	0·19		1221	3·89		0619	0·45
	1759	0·86		1240	4·05	○	1755	0·73		1254	4·02
○				1810	0·51					1831	0·63
5 SA	0026	4·01	**20** SU	0047	4·36	**5** M	0024	4·07	**20** TU	0108	4·14
	0619	0·71		0640	0·21		0610	0·59		0655	0·57
	1252	3·79		1315	4·03		1249	3·95		1326	4·00
	1824	0·77		1847	0·50		1824	0·66		1911	0·68
6 SU	0052	4·05	**21** M	0125	4·29	**6** TU	0058	4·10	**21** W	0146	4·03
	0642	0·65		0718	0·34		0641	0·58		0733	0·74
	1319	3·83		1350	3·98		1322	3·99		1403	3·96
	1851	0·71		1926	0·56		1859	0·64		1951	0·78
7 M	0125	4·07	**22** TU	0204	4·16	**7** W	0136	4·08	**22** TH	0228	3·87
	0711	0·62		0757	0·54		0718	0·65		0812	0·94
	1351	3·86		1428	3·91		1401	3·98		1443	3·89
	1923	0·70		2008	0·70		1939	0·69		2036	0·92
8 TU	0201	4·06	**23** W	0248	3·98	**8** TH	0219	4·01	**23** F	0313	3·69
	0746	0·65		0839	0·79		0758	0·79		0856	1·16
	1428	3·86		1509	3·81		1446	3·92		1527	3·79
	2001	0·75		2056	0·89		2025	0·81		2127	1·10
9 W	0242	4·00	**24** TH	0334	3·75	**9** F	0309	3·87	**24** SA	0405	3·48
	0825	0·75		0926	1·06		0848	1·00		0947	1·38
	1510	3·81		1554	3·68		1535	3·82		1616	3·65
	2043	0·85		2148	1·11		2121	0·97		2223	1·28
10 TH	0327	3·89	**25** F	0429	3·50	**10** SA	0405	3·70	**25** SU	0405	3·29
	0910	0·92		1018	1·34		0945	1·25		0944	1·59
	1556	3·71		1646	3·53		1632	3·70		1615	3·50
	2133	1·02		2250	1·34		2227	1·14		2226	1·43
11 F	0418	3·72	**26** SA	0538	3·26	**11** SU	0511	3·51	**26** M	0520	3·16
	1002	1·15		1118	1·59		1056	1·46		1050	1·73
	1649	3·57		1753	3·38		1739	3·59		1728	3·39
	2233	1·21	☽	2357	1·52	☾	2345	1·24	☽	2335	1·50
12 SA	0518	3·52	**27** SU	0659	3·12	**12** M	0634	3·40	**27** TU	0634	3·15
	1105	1·39		1226	1·76		1217	1·58		1201	1·77
	1752	3·45		1915	3·32		1859	3·58		1841	3·39
☾	2349	1·36									
13 SU	0635	3·36	**28** M	0120	1·57	**13** TU	0108	1·20	**28** W	0049	1·45
	1227	1·55		0818	3·14		0800	3·44		0741	3·26
	1913	3·42		1349	1·77		1340	1·52		1310	1·67
				2026	3·39		2018	3·69		1943	3·47
14 M	0118	1·35	**29** TU	0249	1·45	**14** W	0224	1·02	**29** TH	0150	1·31
	0810	3·37		0927	3·28		0914	3·60		0834	3·43
	1357	1·52		1504	1·61		1450	1·34		1406	1·50
	2036	3·55		2128	3·53		2126	3·88		2034	3·60
15 TU	0241	1·15	**30** W	0344	1·25	**15** TH	0326	0·78	**30** F	0235	1·14
	0928	3·53		1019	3·45		1013	3·78		0916	3·59
	1511	1·32		1552	1·39		1545	1·11		1448	1·30
	2145	3·79		2218	3·70		2222	4·06		2116	3·74

OCTOBER

	Time	m		Time	m		Time	m		Time	m
1 SU	0341	0·83	**16** M	0422	0·72	**1** TU	0343	0·88	**16** W	0448	1·03
	1024	3·86		1103	3·99		1025	3·98		1123	3·99
	1554	0·93		1641	0·87		1604	0·87		1713	0·99
	2225	3·97	●	2320	4·03		2241	4·00	●	2348	3·79
2 M	0411	0·72	**17** TU	0502	0·76	**2** W	0421	0·78	**17** TH	0524	1·03
	1052	3·96		1137	4·01		1103	4·11		1155	4·02
	1626	0·78		1721	0·83		1646	0·71		1751	0·94
○	2259	4·05		2356	3·96	○	2324	4·07			
3 TU	0443	0·65	**18** W	0538	0·84	**3** TH	0503	0·74	**18** F	0022	3·75
	1123	4·05		1209	4·02		1145	4·20		0559	1·04
	1702	0·68		1801	0·84		1731	0·59		1229	4·03
	2337	4·10								1829	0·93
4 W	0519	0·65	**19** TH	0033	3·88	**4** F	0011	4·09	**19** SA	0056	3·71
	1201	4·10		0613	0·94		0545	0·76		0633	1·07
	1742	0·64		1244	4·01		1230	4·24		1304	4·01
				1840	0·88		1819	0·55		1905	0·95
5 TH	0020	4·08	**20** F	0112	3·78	**5** SA	0101	4·06	**20** SU	0132	3·66
	0558	0·72		0651	1·06		0632	0·84		0708	1·12
	1243	4·10		1324	3·97		1319	4·24		1341	3·97
	1826	0·66		1922	0·96		1911	0·56		1942	0·99
6 F	0108	4·01	**21** SA	0155	3·66	**6** SU	0153	3·97	**21** M	0211	3·59
	0643	0·86		0732	1·19		0724	0·97		0746	1·20
	1331	4·07		1404	3·89		1413	4·20		1420	3·89
	1918	0·74		2007	1·07		2007	0·63		2020	1·05
7 SA	0200	3·89	**22** SU	0241	3·52	**7** M	0251	3·87	**22** TU	0252	3·52
	0735	1·05		0817	1·34		0820	1·12		0827	1·30
	1423	3·99		1449	3·78		1509	4·13		1502	3·79
	2016	0·85		2056	1·18		2108	0·73		2101	1·13
8 SU	0301	3·75	**23** M	0332	3·39	**8** TU	0353	3·75	**23** W	0337	3·44
	0835	1·26		0909	1·50		0923	1·26		0913	1·42
	1522	3·90		1539	3·65		1611	4·04		1547	3·68
	2122	0·96		2149	1·30		2211	0·84		2144	1·22
9 M	0408	3·61	**24** TU	0431	3·28	**9** W	0459	3·66	**24** TH	0428	3·36
	0944	1·42		1008	1·63		1029	1·38		1004	1·53
	1628	3·83		1634	3·53		1716	3·95		1636	3·57
☾	2234	1·03	☽	2246	1·39	☾	2316	0·95	☽	2234	1·32
10 TU	0523	3·54	**25** W	0538	3·23	**10** TH	0608	3·62	**25** F	0524	3·31
	1059	1·51		1110	1·70		1138	1·44		1103	1·61
	1741	3·79		1737	3·45		1823	3·87		1731	3·48
	2347	1·04		2347	1·42					2331	1·39
11 W	0639	3·56	**26** TH	0643	3·26	**11** F	0023	1·04	**26** SA	0627	3·31
	1213	1·49		1212	1·70		0714	3·64		1205	1·63
	1853	3·83		1840	3·43		1247	1·45		1832	3·44
							1931	3·83			
12 TH	0057	0·97	**27** F	0044	1·39	**12** SA	0128	1·08	**27** SU	0034	1·40
	0748	3·66		0739	3·37		0816	3·70		0729	3·40
	1321	1·38		1308	1·61		1353	1·39		1307	1·56
	2000	3·91		1938	3·50		2035	3·82		1938	3·48
13 F	0159	0·87	**28** SA	0138	1·29	**13** SU	0228	1·08	**28** M	0135	1·34
	0847	3·77		0828	3·51		0912	3·78		0826	3·54
	1420	1·23		1359	1·46		1454	1·29		1404	1·40
	2059	3·99		2028	3·61		2134	3·83		2040	3·60
14 SA	0254	0·77	**29** SU	0223	1·15	**14** M	0322	1·07	**29** TU	0230	1·21
	0939	3·88		0911	3·67		1003	3·87		0918	3·73
	1512	1·08		1442	1·27		1546	1·17		1458	1·17
	2153	4·05		2113	3·75		2226	3·83		2136	3·76
15 SU	0340	0·72	**30** M	0304	1·01	**15** TU	0407	1·05	**30** W	0320	1·05
	1024	3·95		0947	3·83		1046	3·94		1004	3·94
	1558	0·95		1523	1·07		1632	1·07		1547	0·90
	2239	4·06		2157	3·88		2311	3·82		2226	3·92
									31 TH	0407	0·88
										1049	4·13
										1635	0·65
									○	2316	4·04

NOVEMBER

	Time	m		Time	m
1 SU	0341	0·83	**16** M	0422	0·72
	1024	3·86		1103	3·99
	1554	0·93		1641	0·87
	2225	3·97	●	2320	4·03
2 M	0411	0·72	**17** TU	0502	0·76
	1052	3·96		1137	4·01
	1626	0·78		1721	0·83
○	2259	4·05		2356	3·96
3 TU	0443	0·65	**18** W	0538	0·84
	1123	4·05		1209	4·02
	1702	0·68		1801	0·84
	2337	4·10			
4 W	0519	0·65	**19** TH	0033	3·88
	1201	4·10		0613	0·94
	1742	0·64		1244	4·01
				1840	0·88
5 TH	0020	4·08	**20** F	0112	3·78
	0558	0·72		0651	1·06
	1243	4·10		1324	3·97
	1826	0·66		1922	0·96
6 F	0108	4·01	**21** SA	0155	3·66
	0643	0·86		0732	1·19
	1331	4·07		1404	3·89
	1918	0·74		2007	1·07
7 SA	0200	3·89	**22** SU	0241	3·52
	0735	1·05		0817	1·34
	1423	3·99		1449	3·78
	2016	0·85		2056	1·18
8 SU	0301	3·75	**23** M	0332	3·39
	0835	1·26		0909	1·50
	1522	3·90		1539	3·65
	2122	0·96		2149	1·30
9 M	0408	3·61	**24** TU	0431	3·28
	0944	1·42		1008	1·63
	1628	3·83		1634	3·53
☾	2234	1·03	☽	2246	1·39
10 TU	0523	3·54	**25** W	0538	3·23
	1059	1·51		1110	1·70
	1741	3·79		1737	3·45
	2347	1·04		2347	1·42
11 W	0639	3·56	**26** TH	0643	3·26
	1213	1·49		1212	1·70
	1853	3·83		1840	3·43
12 TH	0057	0·97	**27** F	0044	1·39
	0748	3·66		0739	3·37
	1321	1·38		1308	1·61
	2000	3·91		1938	3·50
13 F	0159	0·87	**28** SA	0138	1·29
	0847	3·77		0828	3·51
	1420	1·23		1359	1·46
	2059	3·99		2028	3·61
14 SA	0254	0·77	**29** SU	0223	1·15
	0939	3·88		0911	3·67
	1512	1·08		1442	1·27
	2153	4·05		2113	3·75
15 SU	0340	0·72	**30** M	0304	1·01
	1024	3·95		0947	3·83
	1558	0·95		1523	1·07
	2239	4·06		2157	3·88

DECEMBER

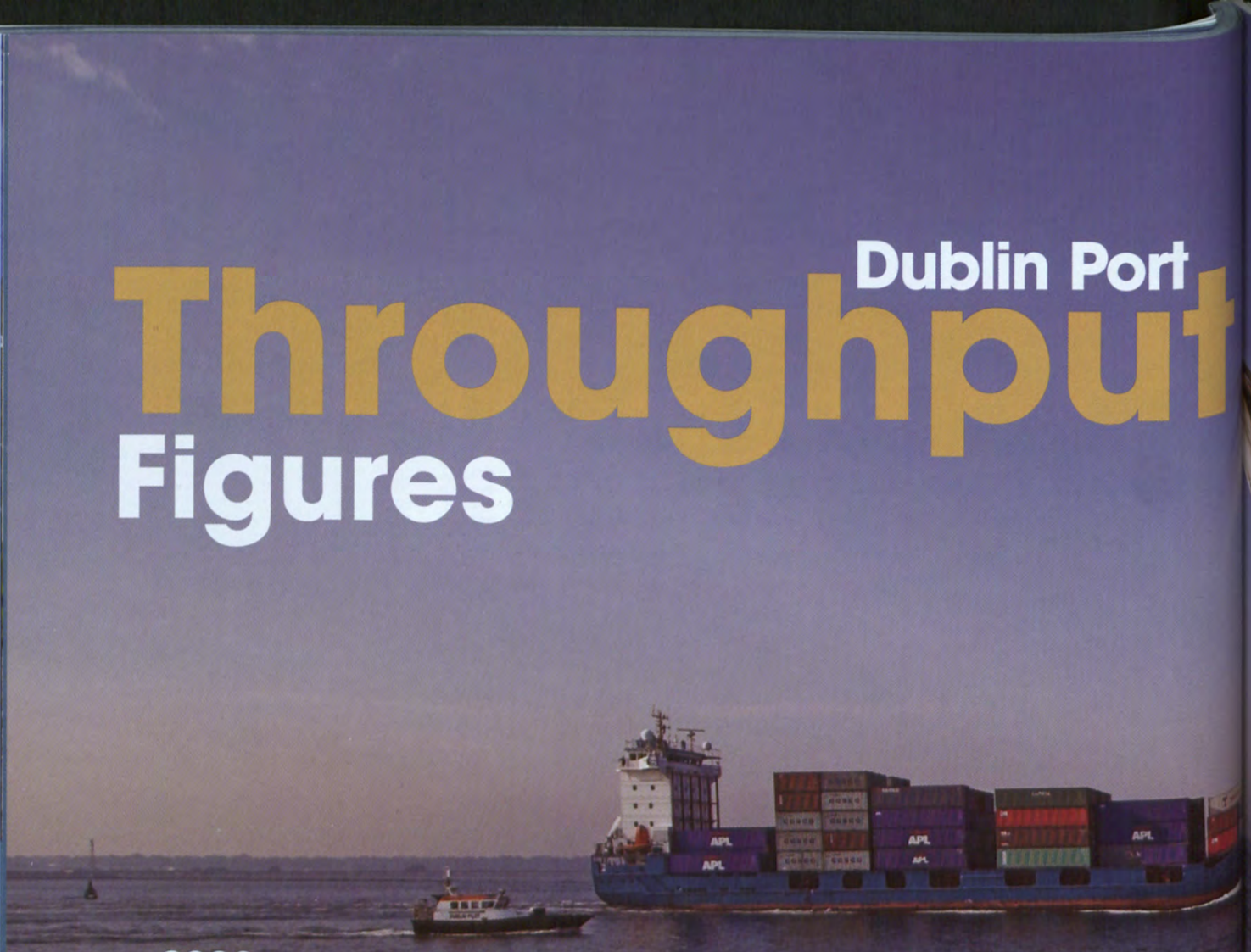
	Time	m		Time	m
1 TU	0343	0·88	**16** W	0448	1·03
	1025	3·98		1123	3·99
	1604	0·87		1713	0·99
	2241	4·00	●	2348	3·79
2 W	0421	0·78	**17** TH	0524	1·03
	1103	4·11		1155	4·02
	1646	0·71		1751	0·94
○	2324	4·07			
3 TH	0503	0·74	**18** F	0022	3·75
	1145	4·20		0559	1·04
	1731	0·59		1229	4·03
				1829	0·93
4 F	0011	4·09	**19** SA	0056	3·71
	0545	0·76		0633	1·07
	1230	4·24		1304	4·01
	1819	0·55		1905	0·95
5 SA	0101	4·06	**20** SU	0132	3·66
	0632	0·84		0708	1·12
	1319	4·24		1341	3·97
	1911	0·56		1942	0·99
6 SU	0153	3·97	**21** M	0211	3·59
	0724	0·97		0746	1·20
	1413	4·20		1420	3·89
	2007	0·63		2020	1·05
7 M	0251	3·87	**22** TU	0252	3·52
	0820	1·12		0827	1·30
	1509	4·13		1502	3·79
	2108	0·73		2101	1·13
8 TU	0353	3·75	**23** W	0337	3·44
	0923	1·26		0913	1·42
	1611	4·04		1547	3·68
	2211	0·84		2144	1·22
9 W	0459	3·66	**24** TH	0428	3·36
	1029	1·38		1004	1·53
	1716	3·95		1636	3·57
☾	2316	0·95	☽	2234	1·32
10 TH	0608	3·62	**25** F	0524	3·31
	1138	1·44		1103	1·61
	1823	3·87		1731	3·48
				2331	1·39
11 F	0023	1·04	**26** SA	0627	3·31
	0714	3·64		1205	1·63
	1247	1·45		1832	3·44
	1931	3·83			
12 SA	0128	1·08	**27** SU	0034	1·40
	0816	3·70		0729	3·40
	1353	1·39		1307	1·56
	2035	3·82		1938	3·48
13 SU	0228	1·08	**28** M	0135	1·34
	0912	3·78		0826	3·54
	1454	1·29		1404	1·40
	2134	3·83		2040	3·60
14 M	0322	1·07	**29** TU	0230	1·21
	1003	3·87		0918	3·73
	1546	1·17		1458	1·17
	2226	3·83		2136	3·76
15 TU	0407	1·05	**30** W	0320	1·05
	1046	3·94		1004	3·94
	1632	1·07		1547	0·90
	2311	3·82		2226	3·92
			31 TH	0407	0·88
				1049	4·13
				1635	0·65
			○	2316	4·04

DATUM OF PREDICTIONS = CHART DATUM : 0.20 METRES ABOVE ORDNANCE DATUM (DUBLIN)

PROUDMAN OCEANOGRAPHIC LABORATORY, 6 BROWNLOW STREET, LIVERPOOL, MERSEYSIDE, L3 5DA, UK.

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Dublin Port Throughput Figures



2008

	Estimate Year 2008 Tonnes
Ro Ro	16,366,000
Lo Lo	6,546,000
Bulk Liquid	4,011,000
Bulk Solid	2,457,000
Break Bulk	160,000
Total Tonnage	**29,540,000**

	Units
Ro Ro Units	711,000
Lo Lo TEUs	676,000
Trade Cars	101,000
Tourist Cars	268,000
Passengers	1,266,000

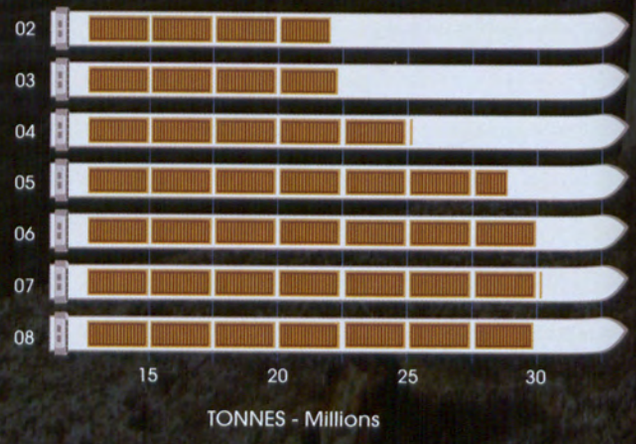
2007

Imports	20m tonnes
Exports	11m tonnes
Total Tonnage	**31m tonnes**

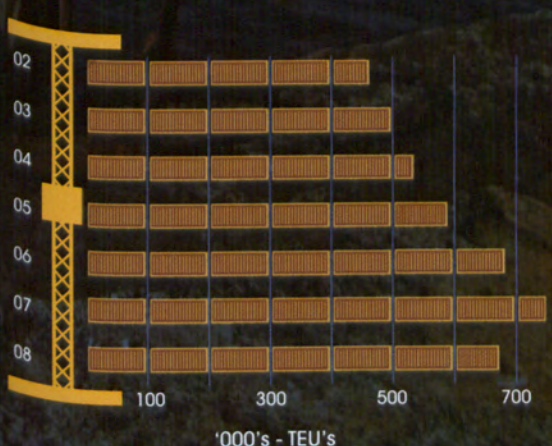
Ro Ro	733,000 units
Lo Lo	744,000 TEU's
Liquid Bulk	4.1m tonnes
Dry Bulk	2.5m tonnes
Break Bulk	70,000 tonnes

Trade Cars	141,000
Tourist Cars	271,000
Passenger Nos.	1.3m

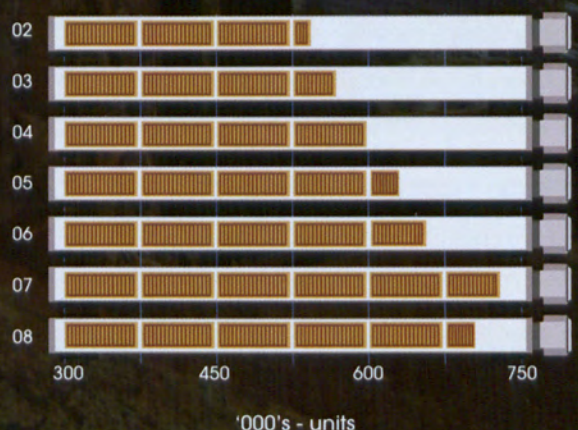
Tonnage Throughput 2002-2008



Lo Lo Unitised Trade 2002-2008



Ro Ro Unitised Trade 2002-2008



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interesting facts about Dublin Port

Being an island, Ireland's only way of trading is through seaports and airports. Irish seaports handle

99.5%

of Irish foreign trade (by volume).

90% **of Ireland's GDP is exported** - 42% of it 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 Grand Princess which first visited the port in August 2004.

This liner is 290 metres in length, has a gross tonnage of 108,000 tonnes and carried 4,000 visitors.

Six ferry companies operate up to **17** **sailings daily to the UK** from Dublin Port.

The "Great Eastern" then the **largest** **ship in the world** arrived in Dublin in October 1886, and remained here until April 1887 as a show boat, she had a chequered history, and is best remembered for laying the first transatlantic submarine cable from Valentia Island Co. Kerry to New York, her chief officer for the project was Wicklow born Robert Halpin who later became Master at the age of 33.

Capt Bligh of the **"Mutiny on the Bounty"** completed an accurate survey of Dublin Bay in 1800 and the map, which he oversaw the production of, was completed in 1803. It was the most accurate map of the bay up to that time and for many years to come. The Ballast board purchased 25 copies of the map for £20-16-00 and one copy of this map is in Dublin Port Company archives.

78% of all imports and exports through Dublin Port are **transported in containers/ro ro units.**

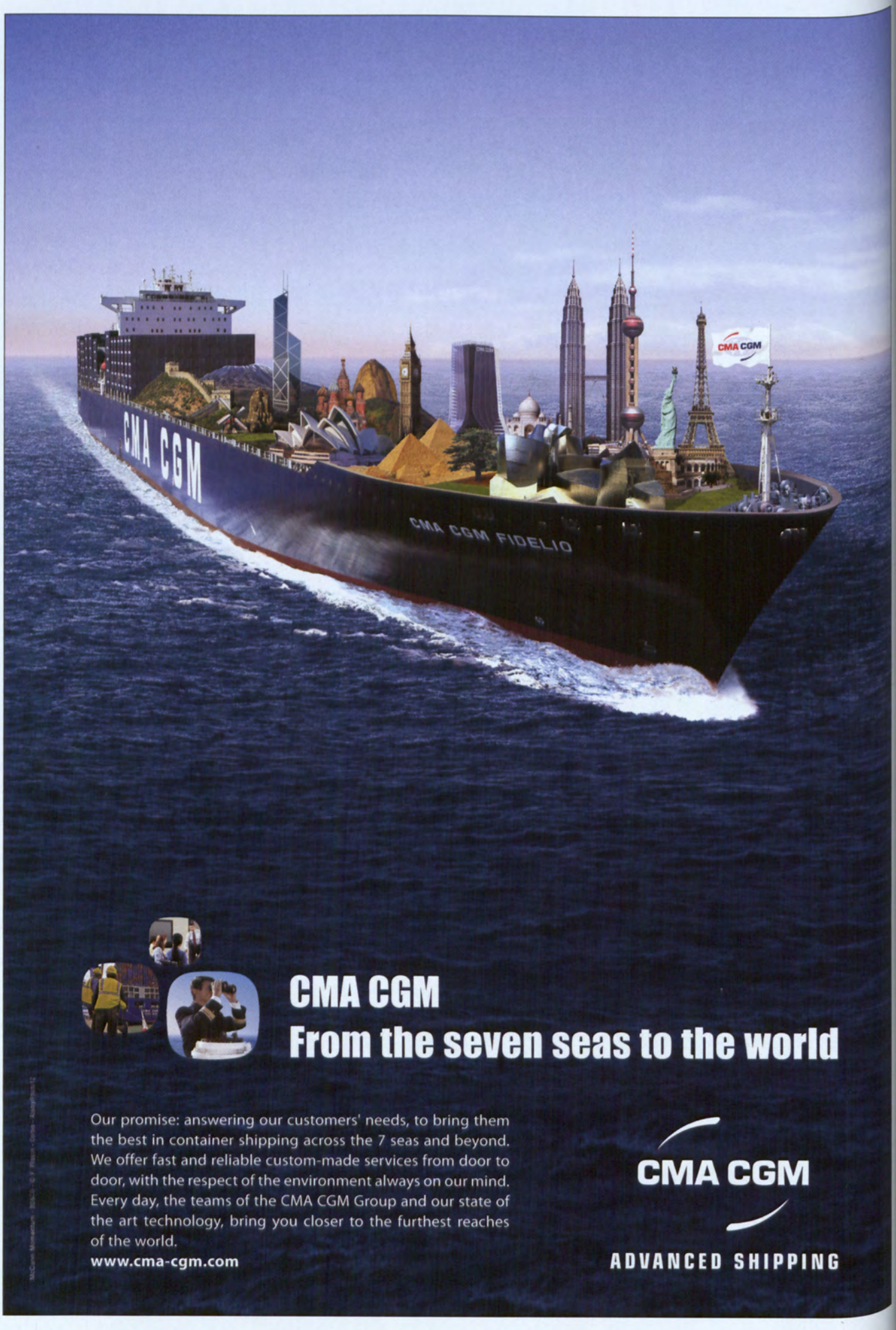
Bull Island, with its **5.63km** **of beach,** two golf courses and world famous bird sanctuary was created by the building of the Port's two walls - the Great South Wall and the North Bull Wall.

almost 50% of goods coming through Dublin Port are **destined for areas falling within the M50 ring**. The proportion increases to approximately 75% when the line is extended to an 80km (50 mile) radius of the city.

Carlisle Bridge was built in

1794

and it was a narrow hump backed bridge leading on to the wide Sackville Street. The bridge was rebuilt in 1880 to the design of the Port engineer Bindon Blood Stoney. When completed it was renamed O'Connell Bridge after the liberator Daniel O'Connell. This bridge is quite unusual in that its width is almost the same size as its length.



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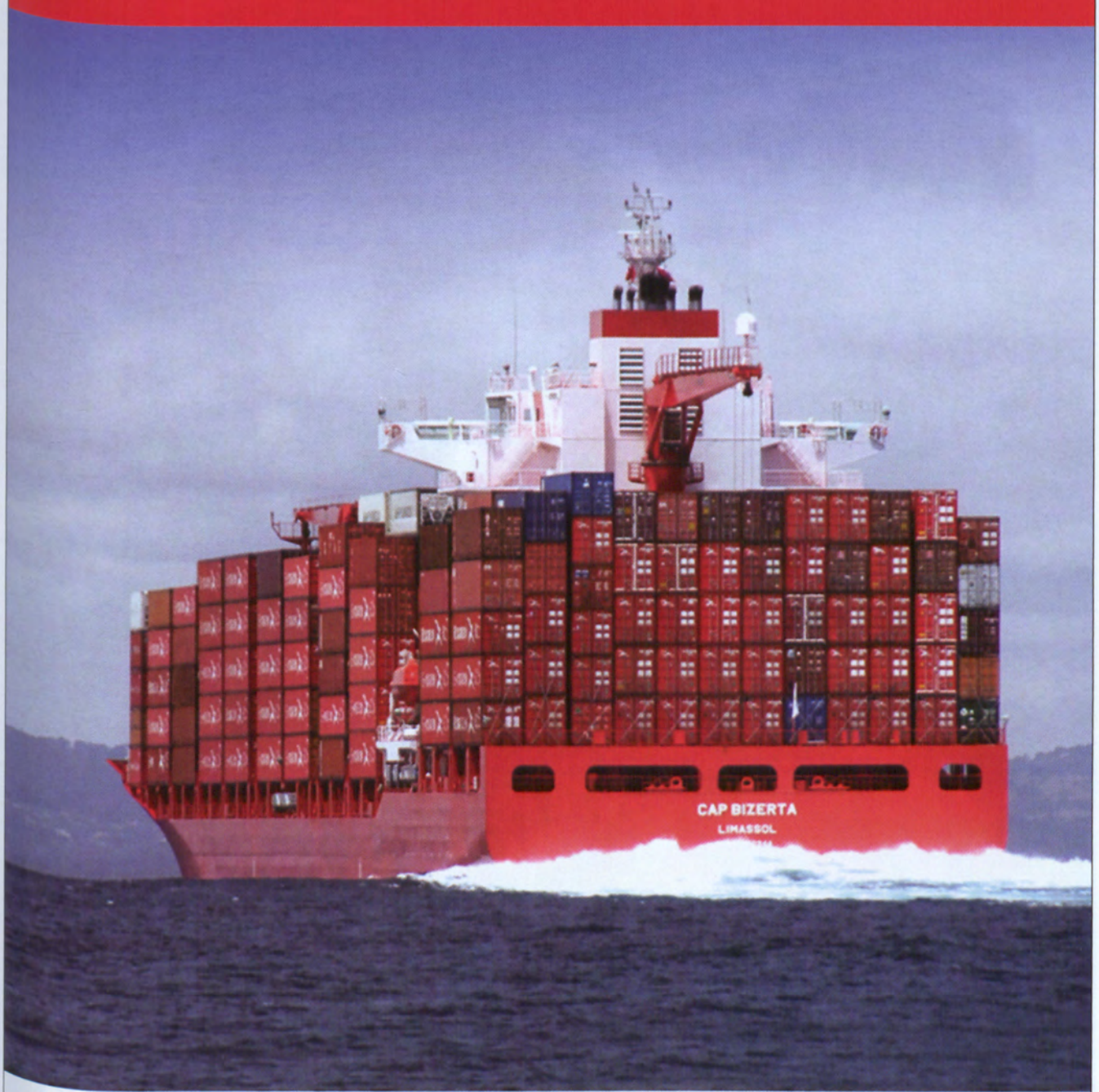
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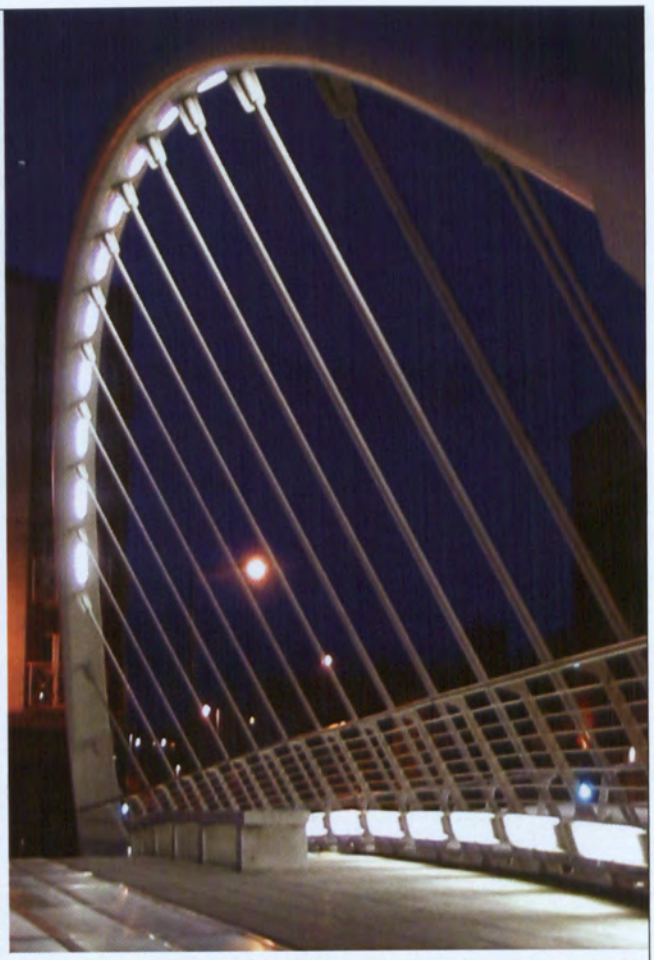
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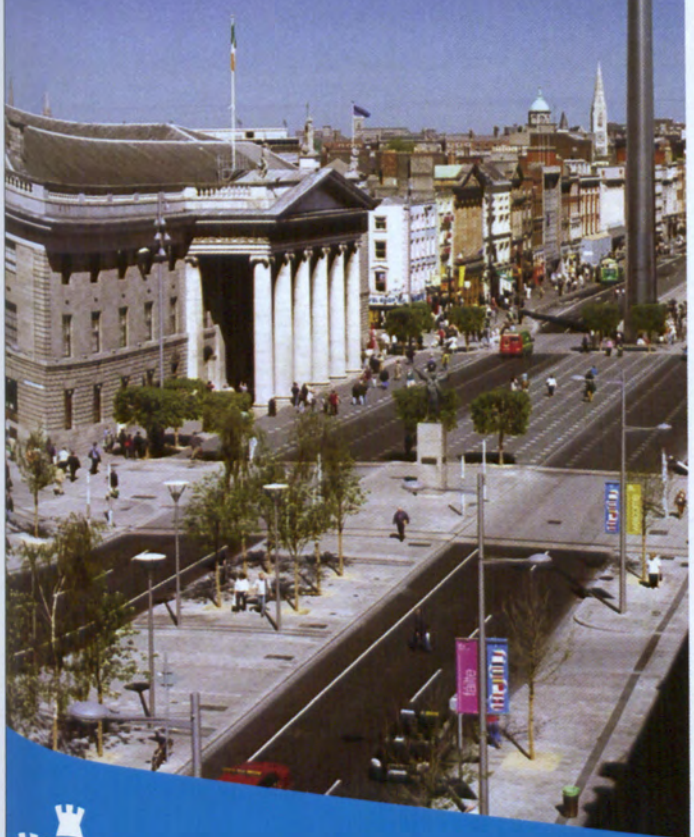
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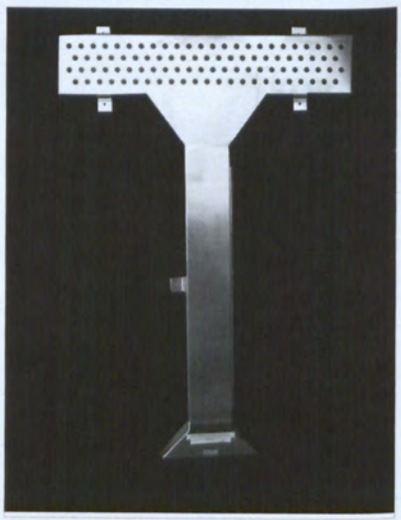
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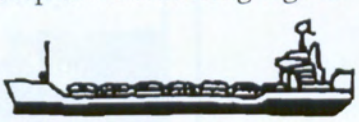
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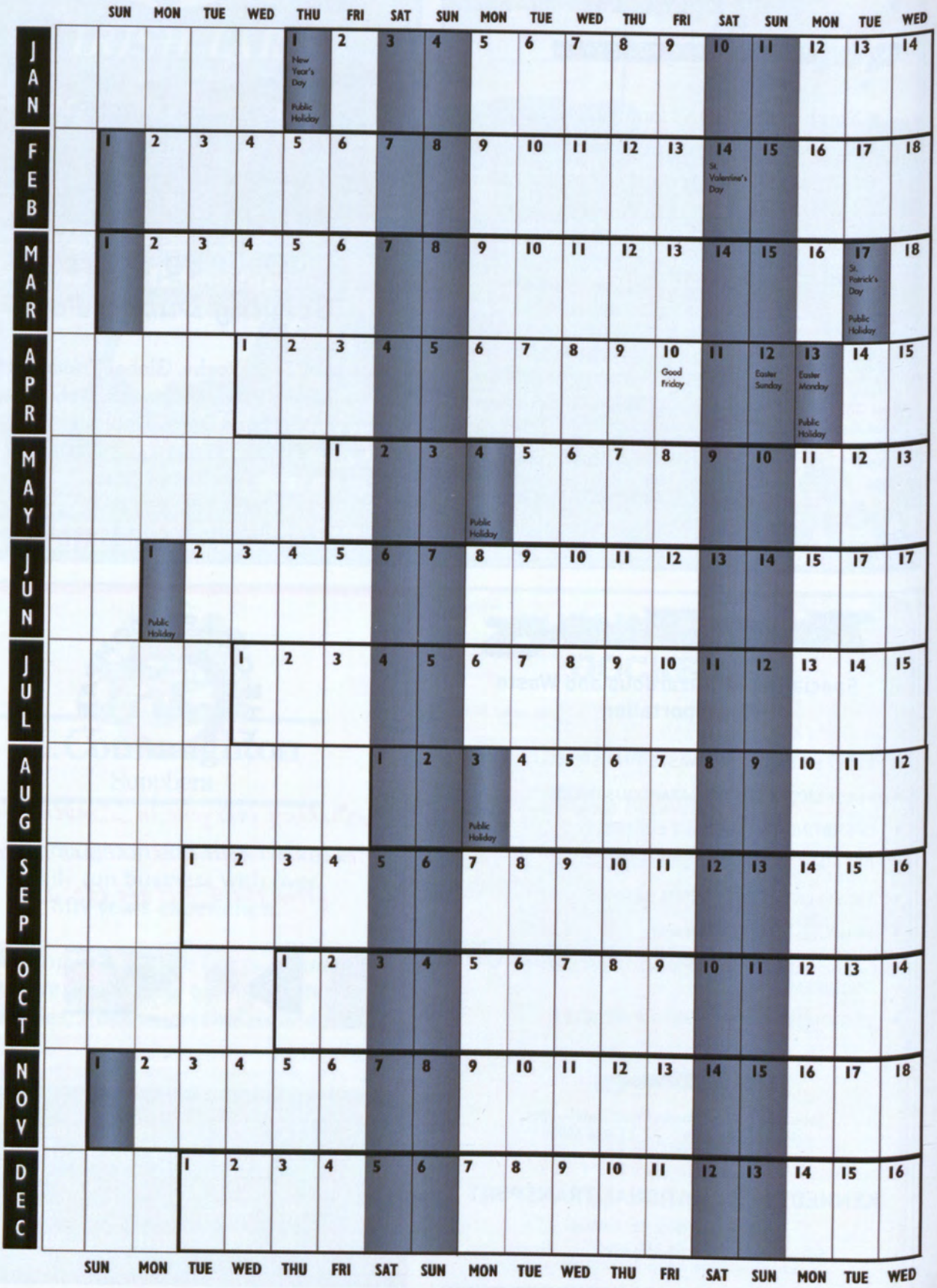
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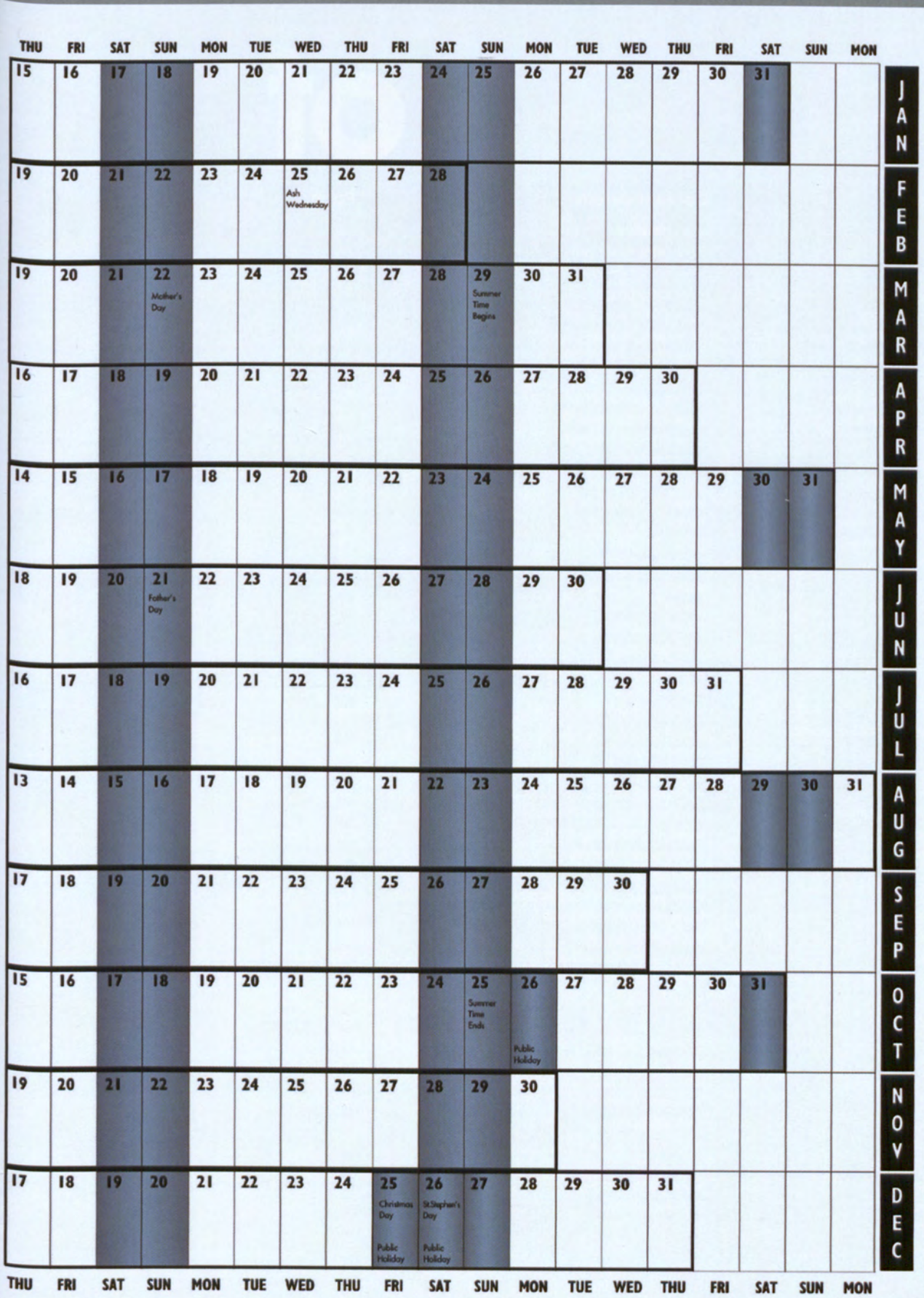


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DUBLIN PORT Co

2009 Year Planner




THU FRI SAT SUN MON TUE WED THU FRI SAT SUN MON TUE WED THU FRI SAT SUN MON
15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
JAN
19 20 21 22 23 24 25 Ash Wednesday 26 27 28
FEB
19 20 21 22 Mother's Day 23 24 25 26 27 28 29 Summer Time Begins 30 31
MAR
16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
APR
14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
MAY
18 19 20 21 Father's Day 22 23 24 25 26 27 28 29 30
JUN
16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
JUL
13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
AUG
17 18 19 20 21 22 23 24 25 26 27 28 29 30
SEP
15 16 17 18 19 20 21 22 23 24 25 Summer Time Ends 26 Public Holiday 27 28 29 30 31
OCT
19 20 21 22 23 24 25 26 27 28 29 30
NOV
17 18 19 20 21 22 23 24 25 Christmas Day Public Holiday 26 St Stephen's Day Public Holiday 27 28 29 30 31
DEC
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