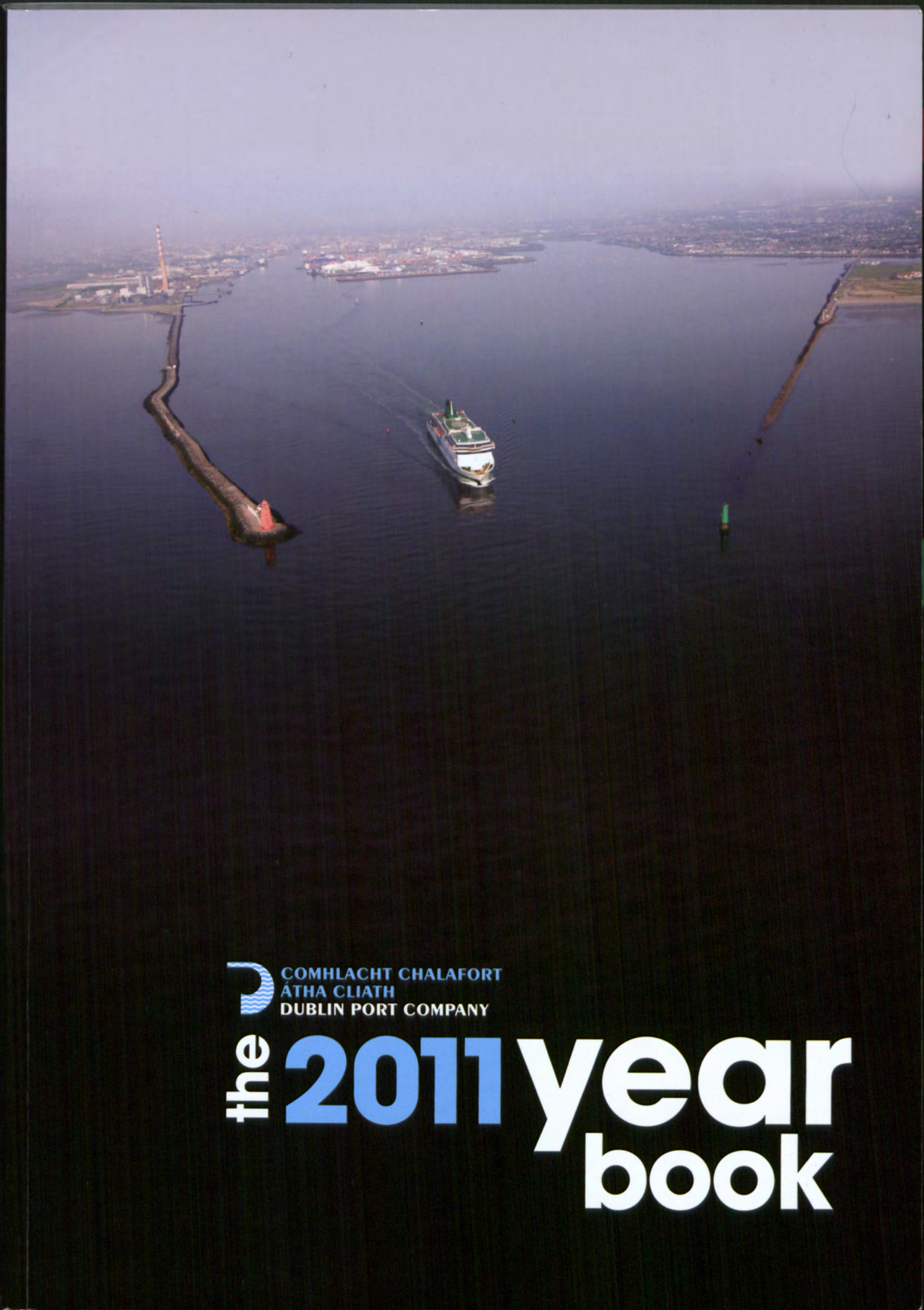

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DUBLIN PORT COMPANY

the 2011 year book



530m of quay wall including a new deep water berth.

24hr smooth efficient vessel and truck turnround time 7 days a week.

North river location with close access to new Port Tunnel.

Contact Alec Colvin, General Manager, Dublin Ferryport Terminals, Container Terminal, Breakwater Road, Dublin 1.
Tel: 00353 1 6075713 Fax: 00353 1 6075623 Email: info@dft.ie Web: www.dft.ie

Fáilte chuig eagrán 2011 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 2010 agus gach deá ghuí don bhliain úr romhainn.



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Stena Line	(01) 204 7722
Isle of Man Steam Packet Company	1800 805 055
Seafruck Ferries	(01) 823 0492

For further details on ferry companies see individual entries

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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.

There are **12,500** truck movements daily and **17,000** ship movements in and out, and within Dublin Port every year

Dublin Port **saves in excess** of **1.3** million tonnes of CO_2 by virtue of its location (Source: Indecon Report)

Capt Bligh of the **"Mutiny on the Bounty"** completed an accurate survey of Dublin Bay in 1800 and the map of which he oversaw the production, 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 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.

Dublin Port attracted **88 cruise liners** carrying almost **130,000** **passengers** and crew, who contributed €35 - €55 million to the local economy during 2010.

Dublin Port handles **€20bn** in exports per annum

overview

from Chief Executive, Eamonn O'Reilly...



The last year has been unprecedentedly challenging for the Irish economy as the effects of the triple impacts of the economic recession, the fiscal deficit and the banking crisis are felt in homes and businesses throughout the country. However, amidst the gloom, there are clear signs of hope for the future as the Irish economy regains lost competitiveness and as Ireland's export sector begins to grow again.

Much has changed in the economic landscape in Ireland in recent times and there is, perhaps, a greater appreciation of the importance of the more traditional sectors of our economy, such as ports, shipping and transport generally.

Although the port sector is small in economic terms (with an aggregate all-island turnover of less than €150m), it provides the critical access points for the vast majority of the country's merchandise trade. The value of this trade (imports plus exports) is equivalent to 81% of GDP and among the 23 ports active around Ireland, Dublin Port has the largest throughput accounting for almost 30% of all cargo shipped on and off the island of Ireland. Dublin is, therefore, of significant importance not only to the economy of the Greater Dublin Area but also to the national economy.

Dublin has been an active trading port for centuries. The shape of the port today was set 200 years ago when the Great South Wall and North Bull Wall were built. These were magnificent pieces of engineering in their day and remain so today. The development of the port shaped Dublin city and the growth of the city changed the port. The city and the port are inextricably linked and, if sight of this linkage was lost, particularly during the boom years, then it is timely now as we look to the recovery of our economic fortunes that we reforge these historical links as we plan for the future.

"Dublin Port has the largest throughput accounting for almost 30% of all cargo shipped on and off the island of Ireland"

2010 Highlights

2010 was a mixed year for Dublin Port. We had some notable successes as well as some major disappointments. On the plus side, total throughput was 28m tonnes. This was 7% up on 2009 and represented the fourth highest throughput in the history of the Port. 2007 was our best year ever in tonnage terms and we are now less than 10% from the peak throughput in that year of 30.9m tonnes.

Of particular note last year was the increase in Ro-Ro freight tonnage of more than 12%. In addition, we also saw increased Lo-Lo tonnage of more than 4%. These increases were due to a combination of new services, and to the increasing selection by shippers, of Dublin as the most economic port through which to ship goods.

On the passenger and tourism side, we had our most successful cruise season with 88 calls. We also saw a large increase in ferry passengers, partly as a result of the ash cloud. Passenger numbers reached 1.8 million, their highest level since the company was corporatised in 1997. Thus, even in the teeth of the worst recession, Dublin Port has seen substantial growth. With growth, however, comes the challenge of capacity bottlenecks and it is clear now that the bottlenecks evident in 2006 and 2007 will re-emerge again in the not too distant future and we must begin now to plan how best to handle growing volumes.

On the negative side we were disappointed not to receive planning permission for the Dublin Gateway Project. However, we did succeed in our planning application in establishing the economic need for expanding Dublin Port.

In addition, we saw significant reductions in bulk solids (-5%) and bulk liquids (-7%), both directly attributable to Ireland's economic slowdown.

During 2010, the Government commenced the Review of State Assets and Liabilities, and this report is awaited at the time of writing. There is much speculation that Dublin Port Company and other commercial semi-state organisations could be privatised. Practically all cargo handling operations in the port are already carried out by private sector companies operating in intensely competitive markets. Against this background, the Board has strongly argued its case that Dublin Port Company should not be privatised. Whatever decision is ultimately taken regarding the ownership of Dublin Port Company, the port will continue to play a vital role in facilitating Ireland's international trade.

Finally, 2010 was notable in marking the end of Enda Connellan's 33 year career with Dublin Port. Enda was Chief Executive for 16 years from 1994, a period which saw Dublin Port expand and grow as never before. Enda was passed the baton by the late Noel Shanley who laid the foundations for the future by his determined management particularly through the difficult years of the early 1990's.

In some ways, it is more difficult to manage a business through a period of growth and buoyancy than it is to manage a business during a downturn. During a downturn, many difficult decisions are obvious and cannot be avoided. However, during the boom years, the challenge was to continue the restructuring of the port and to invest wisely for the future. Enda made a huge contribution to the port in his handling of both of these challenges.

It is a great credit to Enda that upon his departure Dublin Port is in such good health and the port will benefit from his efforts for many years to come.

Community

Dublin Port does not exist in isolation from local communities who have traditionally looked to the port as a major employer. Although the numbers employed in the port have dropped over the past decades, the links with the community remain strong today and we are proud of our small but important contributions in a number of areas.

During 2010, for example, Dublin Port Company continued its support for the Ringsend District Response to Drugs programme. We also funded interactive computer white boards in three local primary schools in East Wall and Ringsend. Finally, we awarded scholarships to 80 students to support their involvement in third level education. We were also active in supporting local sporting organisations.

Overview from Chief Executive, Continued...

Beyond the local communities, we also believe we have an obligation to make some contribution on a wider scale. During 2010, Dublin Port Company completed our involvement in a training project to improve ports in five developing countries in Africa (Ghana and Tanzania), the Maldives and in the Far East (Malaysia and Indonesia). This project was co-ordinated by UNCTAD and was supported by Irish Aid. We hope that our involvement has left a positive legacy of training material and methodologies which will allow these five initial countries plus new entrants to benefit from UNCTAD's Train for Trade programme.

Dublin Port Master Plan 2010 to 2040

It is clear at the end of 2010 what challenges lie ahead. The 14% decline in our trade between 2007 and 2009 gave us breathing space but as volumes grow again we must identify how we will increase the port's capacity for the future.

In the 30 years from 1950 to 1980, Dublin Port's volume throughput grew from 2.9m tonnes to 7.3m tonnes, which is equivalent to 3.2% growth per annum. It was during this period that the last major developments of port land took place, notably the development of South Bank Quay which was completed during the 1970's.

In the next 30 years, from 1980 to 2010, the Port's throughput grew rapidly (at an average rate of 4.7%) from 7.3m tonnes to 30.9m tonnes; all through the same area of land.

As we look ahead over the next 30 years, we are asking ourselves what volume of trade should the port be able to handle by 2040.

Even with a relatively conservative growth assumption of 2.5% per annum, Dublin Port will have a throughput of 60m tonnes by 2040. The 7% growth we achieved in 2010 shows just how modest this growth assumption might ultimately be. What we need, therefore, is a flexible and an agreed plan which will allow Dublin Port to expand so that it can continue to fulfill its critical role within the Irish economy.

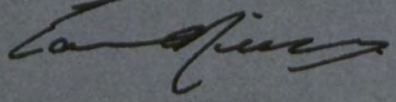
It is equally important, however, that this plan is acceptable to and supported by all stakeholders and that the plan respects our obligations to sustainable development.

Against this background, we will be preparing a Master Plan for the port during 2011. Our target is to have the plan completed by November of this year. In preparing this plan, we will conduct a three month public consultation process to ensure that all interested parties can contribute to an agreed and sustainable development strategy for Dublin Port for the years ahead.

This master planning process is about much more than creating the engineering solutions to allow Dublin Port to cater for a doubling of its volumes. It is a unique opportunity for the port to plan its future in harmony with the environment, the city, our neighbouring communities and our customers and port users.

It will be a challenge for us all to debate and create a master plan which will allow the port to continue to make its contribution for at least another 30 years.

In conclusion, I acknowledge the evident commitment of all of the port's employees and directors towards making Dublin the great port that it is. I would also like to thank our customers for their business during what has been a most difficult year for many of them and I look forward with hope and optimism to better days ahead.



Eamonn O'Reilly
Chief Executive Officer
Dublin Port Company


ANNELEEN KNUTSEN
HAUGESUND

foreword

from Chairperson, Lucy McCaffrey...



Dublin Port is a dynamic centre of trade operating at the heart of Ireland's capital city and playing a key role in Ireland's trading economy. During the recent years of unprecedented economic growth, significantly fuelled by property development, Dublin Port Company never lost sight of the important role the company and the port it manages play in the life of the economy. The work done over many years to modernise and drive efficiencies in Dublin Port ensure that it can continue to be a real asset to this country as we refocus efforts on building a sustainable export-led economic model. Together with our customers we stand ready to continue the long tradition of service to the Irish economy.

For most people Dublin Port is very much in the background and they don't realise the central role it plays at the heart of Ireland's capital and in our everyday lives. However, last April, when a little-known Icelandic volcano erupted, Dublin Port came to the fore when it helped thousands of tourists and other airline passengers stranded as a result of the Eyjafjallajokull volcanic eruption. In just one week the port handled 72,000 passengers, over three times normal passenger levels for a standard seven day period. The response from both the ferry companies and Dublin Port Company demonstrates the levels of expertise and professionalism that exist in Dublin Port.

It was understandable that on the back of that event public interest in the port increased and when the Port Open Day was held in September over 4,000 families turned up to see the behind-the-scenes operations. We asked a video production crew to capture the public's reactions once they had finished the tour. They were, quite literally, amazed at the scale and diversity of the work done in Dublin Port and their time here left them with a very positive view of the Port. From our customers' perspective too the higher profile of the port and the goodwill that stemmed from the service they provided to stranded passengers in April will, hopefully, lead to greater numbers of ferry passengers enjoying the ease and convenience of ferry travel.

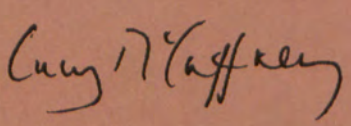
"It was very satisfying for Dublin Port Company to be short-listed at the 2009 Chambers Ireland CSR awards for the best overall CSR programme. As an organisation we remain committed to supporting the local port communities."

From a business perspective it was very encouraging to see a record year for cruise liners at Dublin Port with 88 calling, bringing with them almost 130,000 passengers and crew. While the cruise trade is a small part of our business, it does, nonetheless bring significant benefits. Firstly, and most importantly, it makes a huge contribution to retailers and other businesses in Dublin with an estimated spend of €35 - €50 million annually from the ships and their passengers. And with a record 90 cruises expected for 2011 the city will continue to benefit hugely from this trade. Secondly, the visual impact of the cruise liners attracts a lot of interest from the public and provides us with opportunities to engage with them and other stakeholders to showcase the life of a busy working port.

While the tourism products are an important part of the port, it is the facilitation of trade that is the most important aspect of our business. The record year for tonnage at Dublin Port was 2007 when trade reached almost 31 million tonnes. As is to be expected trade levels fell in 2008 and 2009. However, the pace of decline was not as significant as in other areas of the economy. It was encouraging to see export levels start to rise in the middle of 2009 and this trend has continued into 2010. On the import-side too, we have seen increases again and by the end of 2010 we expect our annual throughput to be in the region of 28 million tonnes, just 10% off the historic highs of 2007. Clearly challenges remain in the broader economy, however, with its efficient business model and key location Dublin Port remains the port of choice for importers and exporters on this island. Therefore, we remain confident about the future.

Since my appointment as chairperson last year, I have been struck by how important being a good neighbour to the local communities that surrounds the port is to Dublin Port Company. With involvement in initiatives that address arts, education, sports and the environment, our contribution to the community is significant. Therefore, it was very satisfying for Dublin Port Company to be short-listed at the 2009 Chambers Ireland CSR awards for the best overall CSR programme. As an organisation we remain committed to supporting the local port communities.

On behalf of Dublin Port Company I would like to thank our customers for their continued support and custom. We look forward to building on the numerous achievements over many years to come.



Lucy McCaffrey
Chairperson
Dublin Port Company

Over 4,000 families visit our Open Day

It was 'all aboard' when Dublin port opened its doors to the public for a free, family-friendly Open Day on Saturday, 18th September 2010.

Despite the damp and drizzle, thousands of people turned out for a day's activities and entertainment as part of Dublin Port Company's ongoing commitment to engaging with communities through its corporate and social responsibility programme.

Visitors made their way from far and wide, including East Wall, Ringsend, Wexford and Cork to see at first hand the workings of Ireland's largest port. Free coach tours narrated by staff at Dublin Port Company gave visitors a 'behind the scenes' look and understanding of how the country's busiest port operates and the important role it has to play in our everyday lives. Adults and children enjoyed escorted boat tours for a different perspective on the scale and diversity of the port's operations, not to mention the view of the city enjoyed by ferry captains and the thousands of cruise line passengers who dock at the port each year. Balloon modellers, face-painters, ice-creams, interactive games and music rounded off an enjoyable, educational day out for families of all ages, many of whom were repeat visitors from Dublin Port Company's last Open Day hosted in 2008.





"I was able to reminisce. I've seen a lot of the docks as I was growing up and it brought back a lot of memories."

"There's a massive amount going on here, it's fantastic, it really is."





"I'm really looking forward to the trip out on the boat to look into Dublin rather than look out."



"We've been living here our whole lives but we've never actually seen the port."



"I found watching the containers and the cargo going on and off pretty amazing."





"Very interesting to see behind the closed doors, something that you hadn't seen before and the kids found it very interesting too."

Open Day
kids photographic competition winners

Our youngest visitors received a goodie bag on arrival containing a disposable camera, binoculars and other surprises. Using the camera, the children were invited to submit their images from the day to Dublin Port Company's young photography competition judged by professional photographer, Denis Bergin. The winning entries reprinted here certainly make for a colour snapshot of life at the port as seen through young eyes.



Photograph by
Yacine Hamdi Pacha, aged 12

"Yacine shows a talent for composition and a sense of correct angles which are needed to present interesting images. Rain did not dampen Yacine's ability to 'get the picture'. A very good effort under difficult conditions."



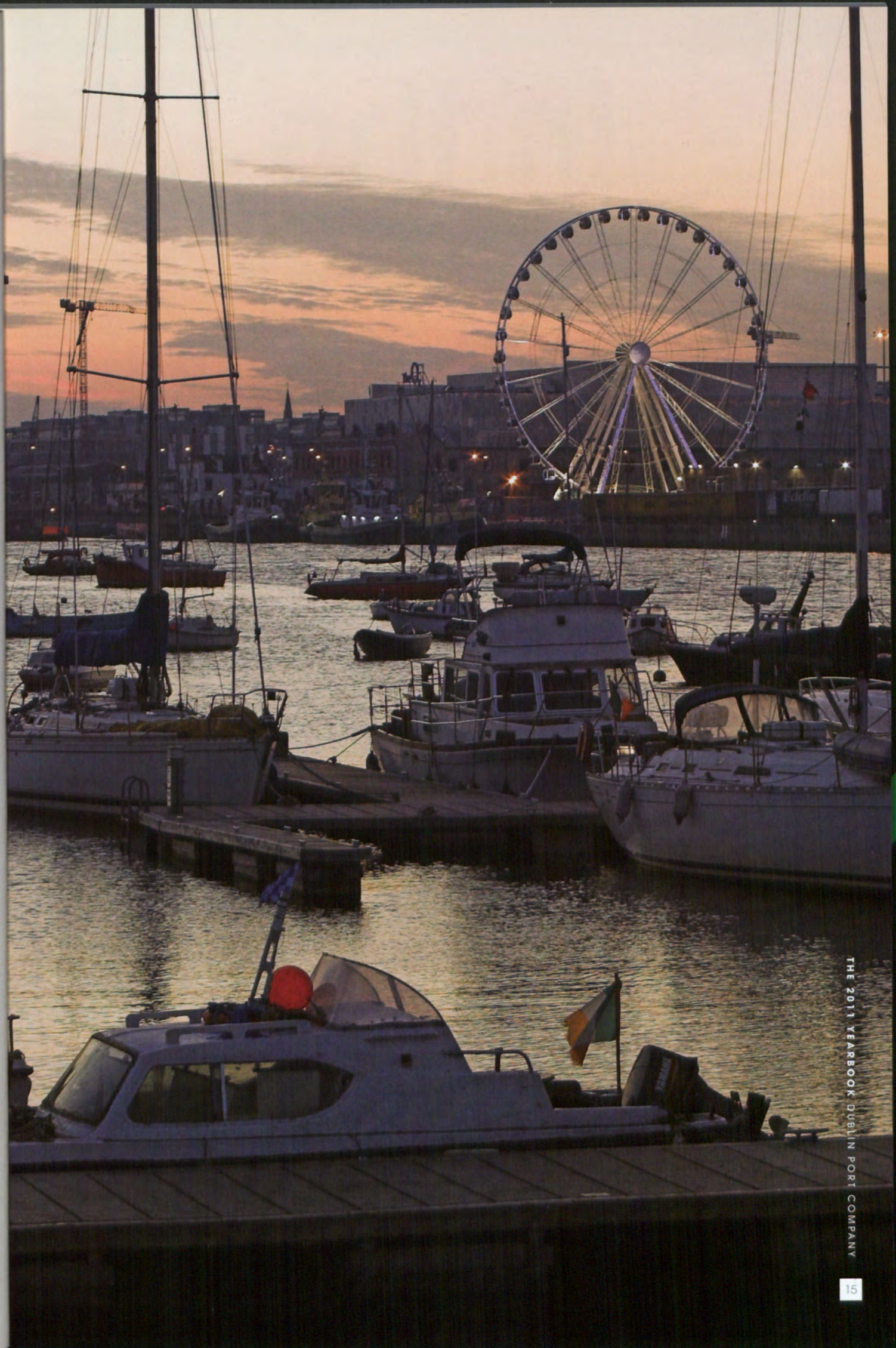
Photograph by
Cathal Keane, aged 9

"Cathal's photographs displayed a really remarkable eye for content and composition, his shot of "Charlotta" is beautifully composed and his horizon is perfect."



Photograph by
Claire Keane, aged 7

"Claire's photographs have captured the essence of what Dublin Port does. Her framing and composition from one so young is super and her sense of timing is inspiring, a first class effort. Well done Claire, keep taking pictures."



A Day in the Life of Pat Cafferky, Dublin Port Company Pilot

Pat Cafferky
Age: 55
Married with 2 daughters
From Delganey, Co. Wicklow
Pilot since 1997

There are currently about 50 pilots in Ireland responsible for advising the Masters of a large variety of ships, in and out of ports around the country every day. One of those is Pat Cafferky, who first went to sea as a cadet with 'Irish Shipping' before joining the lighthouse authority Irish Lights and later a crane shipping company as captain until taking up his position as pilot with Dublin Port Company in 1997.

Pat typically works five days on and five days off, 12 hour shifts at a time. On any given day, the waters at Dublin Port are busy with an assortment of tugs, ferries and cargo vessels to navigate as each ship is brought safely to berth.

A normal day will see Pat guide five or six ships of various shapes and sizes in and out of port, with much of the work taking place well into evening time after the cargo ships have been unloaded. No matter the ship's size or load, the protocol and procedures which must be adhered to remain the same.

As is standard practice at any port, incoming ships without an exemption require a pilot on board for the final leg of their journey. For pilots like Pat, this involves heading out in one of the port's pilot boats to meet and board the vessel, climbing her side whatever the weather conditions – and Dublin is considered a windy port by many seafarers arriving for the first time!

Once on board, the pilot assumes the role of 'advisor' to the ship's master and crew as he has a very detailed knowledge of the channel, water depths, tides and currents in the port. Pat's job for the next hour to hour and a half is to advise the Master in relation to the commands, courses and speeds needed to bring the vessel safely into port, taking into consideration weather conditions and other port traffic. An integral part of this process is the pilot liaising and communicating with the port's vessel traffic management system (VTS) so that the movement of other vessels can be coordinated safely.



Pilot Pat Cafferky boarding the Dutch Naval Vessel Tromp.

The relationship between Master and pilot is of particular importance and Pat describes it as one of extraordinary trust. While the pilot will not take physical control of the vessel, the advice given by Pat on board effectively amounts to the master having to hand his ship and crew over to a complete stranger, entrusting Pat to oversee the vessel's safe transition in or out of the port.

The key challenge and skill required by a pilot is to anticipate quickly what a ship will do at slow speed in shallow waters, taking into account the prevailing weather and tidal conditions. While the master will be familiar with his own ship and its handling characteristics the pilot is expected to deal with a variety of ship types, all with different handling characteristics.

Thankfully, many of the other challenges which were par for the course in Pat's job as recently as ten years ago have all but been eliminated through advances in maritime technology and improved standards set down and monitored by the International legislation and enforced by the Port State Authorities. It wasn't uncommon for a ship's engine or steering gear to fail or other types of breakdown to occur on a near daily basis. This improvement in shipping standards is just one of a number of changes Pat has noticed in his 13 years as pilot at Dublin Port.

Over the years he has seen many of the old warehouses removed and better use made of the space available in the port estate. He remarks too on how busy the port has remained, even in the past two years as the recession took hold.

There has been a noticeable increase too in the number of cruise liners arriving every year and, despite their formidable size, Pat finds them more maneuverable than ever before. The waters have also become a cleaner, greener place to work with sightings of dolphins, porpoises and other wildlife to be found throughout the year. In fact, a rare sunfish normally found in tropical waters is just one of the more unusual sightings Pat has witnessed.

As an island nation, seafaring falls far down the list of career options for many young people today. Pat suspects this might have something to do with the long periods of time that cadets are required to serve at sea, before they qualify and become eligible to work on-shore again. However the chance to work on-shore, be it in the role of Harbour Master, Surveyor or Pilot, is a rewarding one especially in a location like Dublin Port, where Pat can survey Dublin Bay in all its moods, from sunrise to sunset.

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five cultures
one race

Our Environment Matters

Dublin Port Company enhancing the environment

Understanding how incremental environmental improvements to port practices and operations impact on and drive business value has enabled Dublin Port Company to become more attractive to those customers who place a high value on environmental sustainability. Our relationships with customers, suppliers and colleagues have been central to progressing towards a greener, more efficient future for Ireland's largest shipping gateway.

Further improvements were made this year, during which Dublin Port Company retained its ISO 14001 environmental accreditation, which was first awarded in 2008 and under which the Company is required to set new environmental targets and objectives every year.

Some of the most innovative changes which have taken place recently have focused on energy savings using carbon footprinting. By monitoring the electrical energy usage at No.1 Terminal, areas were identified which would benefit from the new procedures and materials. New lighting controls and fittings were installed and as a result, Dublin Port Company saved 200,000KW hours on lighting alone last year.

Further savings in energy consumption were made at the port's No.9 Ro-Ro (Roll on Roll off) ramp by increasing the ramp's efficiency when in operation. This was achieved through the fitting of Variable Speed Drives (VSD) to the ramp, which has proved extremely efficient. The electrical energy consumption of the ramp was reduced by thirty percent, saving almost 150,000KW hours on an annualised basis. Similar VSD were installed on Ro-Ro ramps No.1 and 5 in this year.



Two new electric vans were also introduced to help reduce fuel consumption and emissions within the port estate, while the staff at Dublin Port Company have been adopting new waste recycling measures, resulting in a fifty-eight per cent reduction in waste in the past year.

By investing in new computer monitoring equipment, we have reduced the consumption of fresh water on the port estate. This was achieved by Port Staff, who divided the port's fresh water piping network into seven different monitoring areas, each fitted with the computerised monitoring equipment. This enabled us to identify quickly any sources of leakage in the port estate, which in turn has enabled repair work to be carried out more swiftly. Our target is to reduce water consumption even further next year to build on the 30 per cent reduction already achieved in 2010 on the previous year's figure.

Facilitating rail freight for a greener future

Rail freight in Ireland now accounts for as little as 1.4% of the land freight market in Ireland. While this mode of transporting goods from our ports to market has been in rapid decline for the last decade or more, it has seen something of a small resurgence at Dublin Port. This is due in no small part to the availability of the port's own rail infrastructure, which Dublin Port Company undertook to retain and maintain over the years in order to facilitate the movement of goods to market by rail once more.

This scenario came to pass with the 5 days a week Iarnród Éireann train service from Ballina, Co. Mayo to Dublin Port carrying Coca-Cola concentrate made by Ballina Beverages destined for markets such as Mexico, India, Japan, Turkey and Australia. This is in addition to the 400,000 tonnes of lead and zinc concentrate from Tara Mines transported to Dublin Port by rail annually.



This intermodal service is the first to serve Dublin Port in over six years. The new operation has opened the door for other shipping companies to consider the use of rail from the port. While rail freight is unlikely to displace the popularity of road haulage in Ireland, its contribution to the country's 'green agenda' is not to be underestimated.

To put this in context; the use of rail reduces the number of trucks required to transport goods, which in turn reduces CO_2 emissions into the atmosphere, as well as the wear and tear on our roads, congestion in towns and noise pollution. A single container train comprising 18 containers is the equivalent of 18 fewer trucks on our road. Two return journeys alone amount to almost 3,750 fewer truck movements on the road each year.

With Dublin at the hub of the country's rail network and Ireland's only port with direct connections to all major train stations, Dublin Port Company is committed to extending the use of rail for goods and, with that, promoting environmentally friendly modes of transport. That commitment includes plans to extend the port's rail network to key areas, including container bulk and storage areas intended to facilitate the movement and storage of goods other than just containers in future. To this end a contract has been placed to install a further 1.6km of rail track which will be operational by April this year.

Taking a bird's-eye view

Dublin Port Company is committed to continuously improving environmental standards across all aspects of the port's operations in a responsible, sustainable manner. This commitment is borne out of respect for the natural habitat in which Dublin Port operates and is reflected in the breadth and diversity of initiatives undertaken to deliver a more sustainable environment for the port's neighbouring communities. A recent project to safeguard and improve conditions for a nearby colony of terns was no exception and highlighted how Dublin Port Company works in partnership for the benefit of the environment in the port and Dublin Bay.

Located within the heart of Dublin Port is a colony of terns which nest on a dolphin structure located at the cooling water inlet for the Poolbeg power station. The condition of the structure had deteriorated and was in need of improvement works. While the National Parks and Wildlife Service and Dublin City Council wanted to upgrade the facilities for nesting and breeding, they had no real means of reaching the structure or transporting the new materials there safely.

Dublin Port Company stepped in, offering to carry out the works and assume the costs of all materials involved in the process. A recent investment by Dublin Port Company in a new specialist work vessel, called "Rosbeg" meant that staff from the company were able to transport and manoeuvre the new timber structures, compartments and gravel materials offshore to the site using the boat's specialist equipment and crane. The National Parks and Wildlife Service and Dublin City Council were delighted with the outcome as a result of Dublin Port Company's contribution, which has resulted in ideal nesting conditions for the terns, which are recognised as important to the ornithology of Dublin Bay.

New Tugs it's all in the Name



March 2010 saw the arrival of two new tugs worth €12 million as part of Dublin Port Company's €16 million fleet upgrade. The new tractor tugs, Shackleton and Beaufort, were named at a ceremony attended by Minister for Transport, Mr Noel Dempsey T.D. as guest of honour to the customary sound of Champagne bottles smashing and foghorns as all the ships in port signalled their welcome.

The vessels are 24 metres long each and 50% more powerful than the older tugs they replace with a 50 tonne bollard pull for the larger ships and cruise liners now visiting the port. They were built over a two year period at the Astilleros Zamakona shipyard in Bilbao, Spain but retain a distinctly Irish flair, not least by their green and white colouring, but also by the names they bear. The new arrivals carry the surnames of two remarkable Irishmen, both patrons of exploration.



Members of the Shackleton family

The first, Ernest Shackleton, was born in Athy, Co. Kildare. The son of a doctor, he joined the merchant navy when he was 16 becoming a master mariner despite his father's desire to see his son follow his footsteps and forge a career in medicine. Eager to explore the South Pole, he was selected to join the Antarctic expedition led by British naval officer Robert Falcon Scott on the ship 'Discovery' in 1901. Although they failed to complete the expedition, they came closer to the Pole than any explorer before them. Shackleton returned to the Antartic in 1908, leading his own expedition on the Nimrod and again edged closer to the South Pole than ever before.

A third trip saw him revisit on the ship Endurance in an attempt to cross Antartica via the South Pole. While they did not reach Antarctica, the expedition managed to survive the loss of the ship to pack ice with no lives lost. Regarded as one of the world's greatest exploration leaders, Shackleton's account of the Endurance expedition entitled 'South' was later published in 1919 with the fearless leadership shown by Shackleton in extreme circumstances a source of inspiration to pioneers for centuries since.

Joining Shackleton at Dublin Port is Beaufort, named after Sir Francis Beaufort, who was born in Navan, Co. Meath in 1744. A tireless innovator, Sir Francis entered the Royal Navy at the age of just 13 and by 1800 had risen to the rank of commander. It was during this time he created the scale of measurement for wind force known today as the Beaufort scale.

Beaufort drafted the scale in 1808 using as his yardstick the surface of sail that a fully rigged warship of those days could carry in the various wind forces and in 1838 it became mandatory for log entries in all ships in the Royal Navy. Altered to include observations of the state of the sea and phenomena on land, the scale was adopted in 1874 by the International Meteorological Committee for international use in weather telegraphy. Now world renowned, the Beaufort scale is used by the 17,000 vessels that use Dublin Port every year.



Starring Role in the new National Lottery advert



Tugs make magic happen on TV

Dublin Port Company tugs, Beaufort and Shackleton, landed a starring role in summer 2010 in the new National Lottery advertising campaign entitled 'Making Magic Happen'. The tugs were filmed just after dawn on the River Liffey as they fired 2,200 gallons of water a minute to a height of 70 metres in order to create Dublin's first manmade rainbow. The rainbow made a spectacular centerpiece for the advertisement, which showcased not only the city but also the newest additions to Dublin Port Company's fleet of river plant. To view the advertisement visit http://www.lottery.ie/magichappens/index.html

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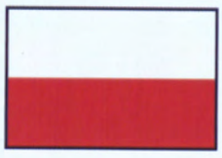
POLAND		GDYNIA DUBLIN (VIA HULL) DUBLIN GDYNIA (VIA HULL)

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A Year in pictures

January to March 2010



Snow in January

The new year got off to an icy start with heavy snowfalls and freezing temperatures, which brought the city to a near standstill.

With treacherous road conditions for drivers and grounded flights for air passengers, ferry travel quickly became the only reliable form of transport for people returning to the UK and further afield after the Christmas break. Dublin Port remained open throughout the cold spell, with all berths fully operational and the port estate gritted making it safer for passengers and staff.



Lucy McCaffrey

Lucy McCaffrey took up her appointment as Chairperson of Dublin Port Company in January 2010. Ms McCaffrey was appointed by Minister for Transport, Mr. Noel Dempsey T.D. for a five year term.

Ms. McCaffrey brings 25 years' experience to the role of Chairperson of Ireland's largest port management company. She is the principal and founder of Latitude, a management consulting company and previously worked with Synectics, an international innovation consultancy based in Boston. Lucy also held the position of non-executive Director of Dublin Port Company between 1997 and 2002.



Shackleton and Beaufort

March saw the arrival of two new tugs as part of a €16m investment by Dublin Port Company to upgrade its fleet of river plant.

The two new tugs, 'Shackleton' and 'Beaufort', were named in a ceremony where Minister for Transport, Mr. Noel Dempsey T.D. was the guest of honour.

The vessels were named by their sponsors, Ms Aisling Dempsey, daughter of the Minister and by local community worker, Helen McCabe, with the customary smashing of champagne bottles as the foghorns of ships in the port sounded in celebration.

A new, state-of-the-art Roll-on Roll-off (Ro-Ro) cassette, trailer, car and truck ferry began servicing the first direct Ro-Ro sailing from Holland and Belgium to Dublin this Summer.

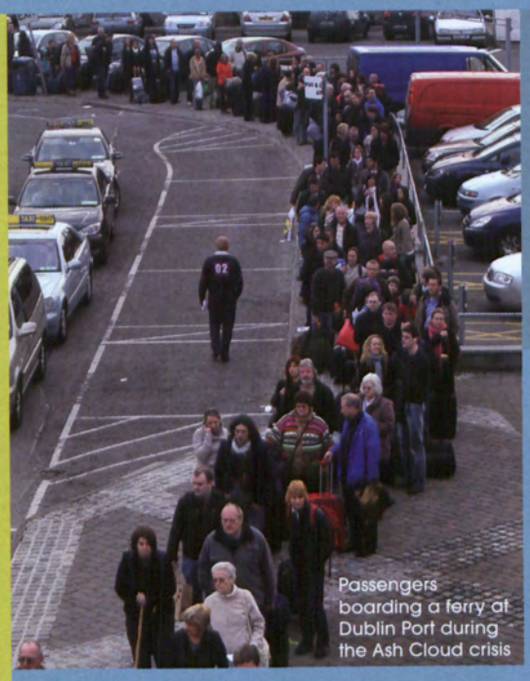
The new vessel, m.s. Mazarine, is 195.4 metres long with a gross tonnage of almost 26,000 tonne and arrived at Dublin Port following a €48 million investment by leading international shipping company CLdN's (Compagnie Luxemburgeoise de navigation SA).



Mazarine

A Year in pictures continued...

April to June 2010



Passengers boarding a ferry at Dublin Port during the Ash Cloud crisis

The volcanic ash cloud resulted in record passenger numbers for the ferry operators at Dublin Port.

The volcano on the Eyjafjallajokull glacier in southern Iceland began erupting in March and, by April, had closed much of European air space.

The five ferry companies in Dublin Port worked tirelessly to facilitate thousands of passengers who sought alternative transport by sea.

In the space of one week, Irish Ferries, Norfolkline (now DFDS Seaways), P&O Ferries, Seatruck Ferries and Stena Line had carried over 72,000 passengers on the Dublin to Holyhead and Dublin to Liverpool routes alone.

The cruise season kicked off in April with the arrival of the first cruise liner, the 69,000 tonne, 260 metre 'Oriana' carrying 1,900 passengers and 800 crew on board.

The 10 deck ship was the first of 88 cruise liners to call at Dublin Port in 2010. Carrying thousands of high spend passengers every summer, the arrival of these ships is worth an estimated €50 million euro to the local economy annually.



Cruise Ship Oriana

The Lord Mayor of Dublin and Admiral of Dublin Port, Cllr. Emer Costello, performed the 522 year old "Casting of the Spear" ceremony at Dublin Port in June.

The re-enactment of this medieval tradition highlights the significant commercial and cultural links between the city and the port, when back in 1488 the then Lord Mayor, Thomas Mayler set out on his horse 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. From that day onwards each year the Lord Mayor of Dublin re-enacts this medieval ceremony.



Lord Mayor Cllr. Emer Costello



Army arrives from Kosovo

One of the more unique arrivals at Dublin Port this year took place in May, when the cargo ship 'Alteland' docked in the early hours of the morning on 23rd May.

The shipment contained over 60 Irish army military vehicles and 40 containers of equipment returning to Ireland from service in Kosovo.



Enda Connellan, Michael Sheary

Enda Connellan retired from Dublin Port Company in August after 16 years as Chief Executive.

Enda's career spanned 32 years with Dublin Port Company and its forerunner, Dublin Port and Docks Board, where he held a number of senior positions including Harbour Master of Dublin Port. During his tenure Dublin Port became the sixth largest Ro-Ro port in Europe with an increase in trade volumes from 8.5m tonnes (1993) to 29.3m tonnes (2008).



Eamonn O'Reilly

Eamonn O'Reilly took up his position as the new Chief Executive of Dublin Port Company following Enda Connellan's retirement.

Eamonn joined the Company from Portroe Stevedores where he was Chief Executive of the Dublin Port based cargo handling business since 2005. He also held the role of Group Business Development Manager of Portroe's parent company, Doyle Shipping Group, during that time. Prior to joining the Doyle Shipping Group he was Business Development Manager for Securicor Ireland. An electrical engineer by profession, he is a graduate of University College Dublin and holds an MBA from Trinity College Dublin.



E-Ship

A state-of-the-art e-ship docked in Dublin Port in August after completing its maiden voyage.

Carrying nine turbines destined for Castledockrell Wind Farm in Co. Wexford, the ship is the only one of its type in the world. The delivery of wind turbines brings to about 100 the total number handled by Dublin Port in 2010.

The luxurious cruise ship, 'The World', called to Dublin Port in early August. At almost 200 metres long and 43,000 tonnes, she carried over 200 high-spend passengers for a four day visit to the capital.

Known as a 'property ship', 'The World' has 165 residential units owned by the ship's residents, who live on board as she circumnavigates the globe. To become a resident of the ship, prices range from $600,000 for a studio apartment, to $13.5 million for a luxury suite. Some apartments and suites are also available to rent, with prices for studio apartments starting at €2,000 per night.



The World



Ships Pass

Dublin Port Company presented a rare 17th century ship's pass signed by King James II and the English diarist Samuel Pepys to the National Library of Ireland in August.

The pass, which dates from 1687, is one of only four known examples of 17th century ships' passes in the world, and was originally acquired by the Dublin Port and Docks board in 1924.

Dublin Port Company was delighted to be able to present such a rare historical document to the library, where it will be put on display in the Department of Manuscripts.

Dublin Port Company hosted a free family-friendly Open Day in September.

People young and old came in their thousands to explore and find out how Ireland's busiest port operates. The public enjoyed going behind the scenes with free coach and sea tours, while balloon modelling, face painting, video installations, ice-cream, music and interactive games contributed to a fun day out for all who attended.



Children from St. Patrick's Boy's & Girl's National School, Ringsend

A Year in pictures continued...

July - Sept



Junior teams being coached at Clanna Gael

Dublin Port Company was proud to be named as one of four companies - alongside Accenture, Vodafone, and Telefónica O2 Ireland - shortlisted for the top accolade at the 2010 Chambers Ireland Corporate Social Responsibility Awards in September.

The shortlist recognised the Company's sustained commitment to CSR through its support for community initiatives such as Ringsend District Response to Drugs, annual Educational Bursary and coaching and sponsorship of Clanna Gael Fontenoy GAA club.

Dublin Port Company also came away with a commendation for its overall commitment to CSR.

October to December 2010

October saw the launch of Dublin Port Company's own channel on the popular video-sharing website YouTube.

Designed to bring Ireland's largest port to life online, the channel will feature video footage and interviewed vox pops from events happening at the port throughout the year.

http://www.youtube.com/user/dublinportco





Boudicca



Cruise ship embarkation Hall

Dublin Port Company marked the end of a record cruise season with the departure of "Boudicca" in November, the last of 88 cruise liners carrying a total of 130,000 passengers and crew, which visited Dublin Port during 2010.

The 800 passenger "Boudicca" was the third turnaround cruise of the season, starting and finishing in Dublin. This record season brings the total number of high-spend cruise passengers to almost 600,000 since 2000, which have contributed almost €400 million to the capital city during that time.

Some 90 cruise liners are expected to call at Dublin Port next year, while 2011 will also see the first turnaround at Dublin Port for Royal Caribbean Cruise Line luxurious vessel "Azamara Journey".

The year came full circle with the return of prolonged adverse weather conditions in December. Snow, sleet and ice disrupted travel plans for air passengers, who found themselves returning to Dublin Port for ferry crossings to the UK. Dublin Port showed its relevance and importance to the local economy, remaining fully operational throughout the cold snap with the handling of goods and accommodation of increased passenger numbers running safely and on time.



White Christmas at Dublin Port

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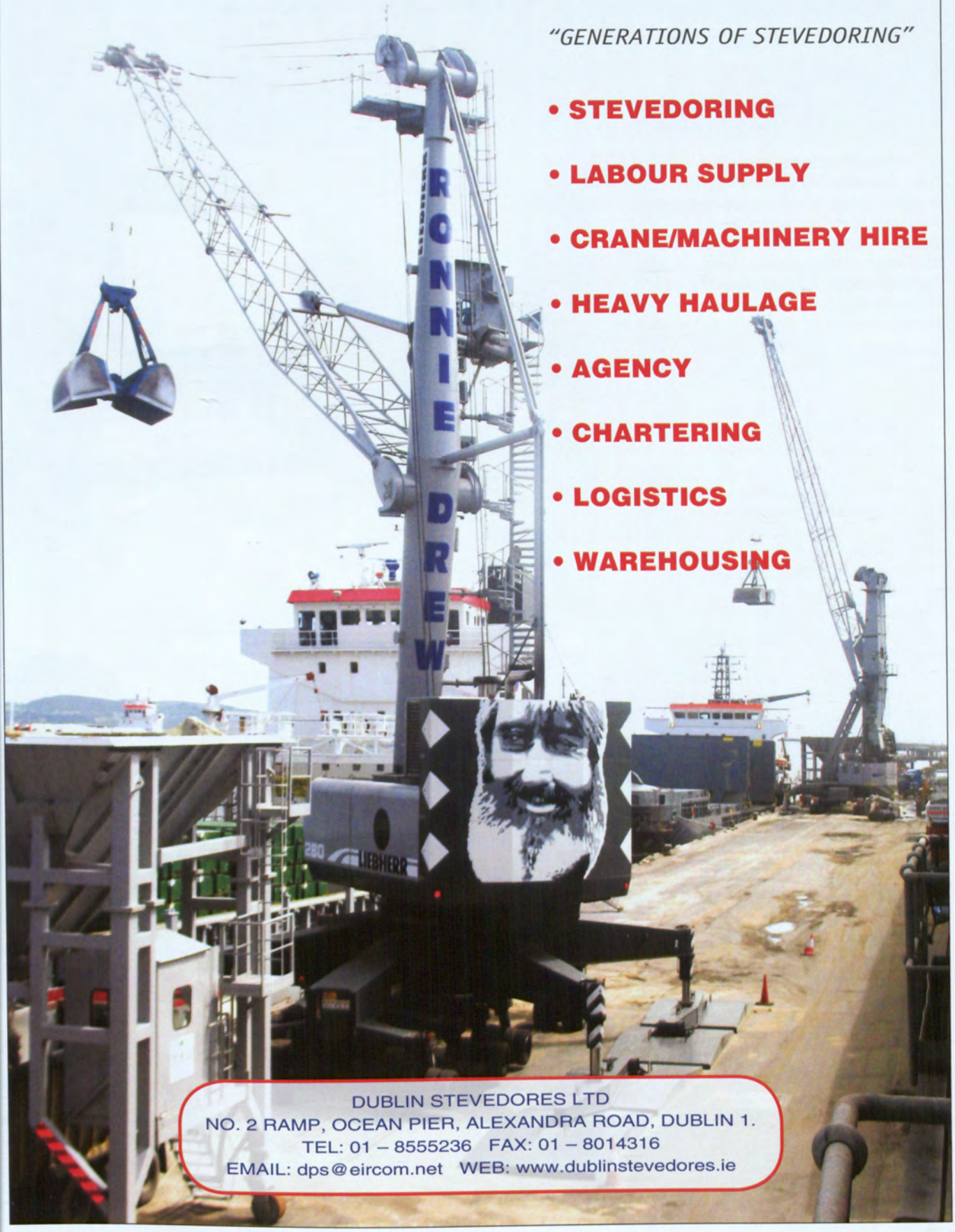

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Supporting Communities,

Dublin Port Company has always recognised the importance of the local community. As Ireland's largest port, the economic and social development of those living in the port area has been the primary focus of the company's corporate and social responsibility (CSR) programme down through the years and this year was no exception.

It was rewarding that the company's support for a wide range of local sporting, social and educational programmes was recognised at this year's annual Chambers Ireland Corporate Social Responsibility Awards. The awards, which took place in September, named Dublin Port Company as one of five companies shortlisted for the overall award of 'Outstanding Achievement in CSR', as well as being commended in the category of 'Continued Commitment to CSR'.

Community projects facilitated by Dublin Port Company which led to recognition at the awards include a substantial investment in state-of-the art interactive whiteboards for every classroom at three primary schools; St. Joseph's Co-Ed National School East Wall, St. Patrick's Boys National School and St. Patrick's Girls National School in Ringsend. The whiteboards, which replace the traditional blackboard, have brought lessons to life for the children making the classroom a much more interactive and fun place to learn. For two of the schools, the investment has also resulted in a commendation from the Department of Education for the quality of teaching being delivered following the installation of the whiteboards; an achievement once thought to be beyond the reach of the schools.





making a Difference







Dublin Port Company's annual educational bursary was also among the initiatives praised for helping improve the prospects of the local community. The scholarship has enabled over 400 people from the port's neighbouring communities who might otherwise have been unable to do so, to progress to third level education or complete their Leaving Certificate. The bursary was founded in 2003 and to date, over €332,000 has been invested by Dublin Port Company in the programme. A record number of applications was received in 2010, enabling 80 candidates to undertake a range of courses such as engineering, teaching and counselling at a variety of third level colleges including UCD and Trinity College Dublin.

The company has supported Ringsend & District Response to Drugs (RDRD) since it was set up in 1995 as a community based drug response group for the Pearse Street and Ringsend areas. This support has helped RDRD tackle the drugs issue locally through a range of crisis intervention, addict and family support programmes. Most recently, Dublin Port Company helped RDRD purchase a retreat house in Co. Wexford to facilitate weekends away for families affected by drug addiction. This has resulted in requests from other community groups to use the facility for their own retreats, which has in turn improved their relationships with and understanding of RDRD and its work. So far over 20 groups have used the house for activities such as parents' respite, RDRD client groups and senior citizens' weekend breaks in what has become an important resource for the wider community.

The sail boat, Rinn Voyager, which is used by Dublin community groups for education and rehabilitation programmes through the medium of sail training also benefited from the continued support of Dublin Port Company this year. Over 700 people from 88 groups have made almost 90 trips on board the vessel to date, developing teamwork, character building and greater self-esteem in the process.

Sporting projects recognised at the awards include the provision of dedicated coaching staff at Clanna Gael Fontenoy GAA Club in order to raise playing standards at the club and create a vibrant sporting scene for the community. The partnership has enabled the club to exchange coaching and training facilities with Trinity College Dublin's student teams for an after-school grinds programme for local youth. The ongoing support from Dublin Port Company now means the club has been successful in attracting new talent, climbing several places higher in all leagues in the past five years culminating in the ladies football team achieving Senior status by winning the Intermediate championship this year. They now join the Senior hurling team in the club who achieved the same status two years ago. In addition to mentoring and coaching over 1,100 players each week, there are reports of greater parental involvement than ever before.

directors

Directors



Lucy McCaffrey,
Chairperson



Brian W. Kerr



Jerry Kiersey



Pat Magner



Charles Rochfort



John Moore

nagement

Executive Management Team



Eamonn O'Reilly,
Chief Executive



Michael Sheary,
Company Secretary
& Financial Controller



Seamus McLoughlin,
Head of Operations



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



John Fairley
Security Manager


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CLONTARF ROAD
HADDON ROAD
CASTLE AVENUE
BYRNE ROAD
ALFIE
RIVER TOLKA
EAST WALL ROAD
Eastpoint Business Park
Port Tunnel Operations
Molloy & Sherry (Estreeze) Ltd.
Revenue Commissioners (State Warehouse)
Woodside Ireland Ltd.
Molloy & Sherry Transport Ltd.
Montgomery Transport Ltd.
Security Point
BOND DRIVE EXTENSION
PROMENADE ROAD
Dublin Port Co. Port Service Station
Custom House
Warehouse
Wincanton Group Ltd.
Dublin Container & Transport Services Ltd.
TOLKA QUAY ROAD
Topaz Energy Ltd. No.1
Storecon Ltd.
ALEXANDRA ROAD
Dublin Port Company HQ
Terminal 4
Terminal Building 4
Terminal 3
Terminal Building 3
Odfums
Alexandra Quay West
Alexandra Quay East
ALEXANDRA BASIN
ALEXANDRA BASIN EAST
Ocean Pier
North Quay Extension
RO/RO Terminal 3
East Link Toll Bridge
UPPER SHERIFF STREET
CHURCH ROAD
ROGERSONS QUAY
HANOVER QUAY
GRAND CANAL DOCK
RINGSEND ROAD
RINGSEND PARK
Shelbourne Park
SOUTH DOCK STREET
GORDON STREET
SOUTH LOTTS ROAD
BARROW STREET
IRISHTOWN ROAD
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NORTH BULL WALL
Club House
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Dublin Ferryport Container Depot
ALEXANDRA ROAD EXTENSION
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Terminal 2
RO/RO Freight Compound
RO/RO Terminal
Terminal 5
Trailer Parking
Terminal 1
Weighbridge
Car Park
Terminal Building 1
Passenger
Offices
Dolphin
North Bank Light
No.9 Buoy
F A I R W A Y
No.14 Buoy
No.12 Buoy
No.10 Buoy
Irish Cement
Hammond Lane
Dublin Corporation Main Drainage Tanks
Pigeon House Harbour
Intake
Cooling Water Outfall
GREAT SOUTH
Subject to CPO
Subject to CPO
Subject to CPO
Chimney
Chimney
Poolbeg Generating Station E. S. B. 500MW
Gas Turbine Station 155MW
E. S. B.
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 chart datum. This datum is referred to as C.D. and is 2.51m below Ordnance Datum Malin Head.

Verification of depths

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

Pilotage

Dublin Port Company is the pilotage authority for the Dublin Pilotage District. The limits of the compulsory Pilotage District are the waters of the River Liffey below 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 the Port Operations building situated on the Eastern Breakwater Road and is operated by direct boarding fast cutters each capable of speeds up to 20 knots. Dublin Port V.T.S. operates VHF channel 12.

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

Towage

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

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

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.

For graving dock services contact Dublin Graving Docks Ltd. Alexandra Road Tel: (01) 887 9506.

Stevedoring

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

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

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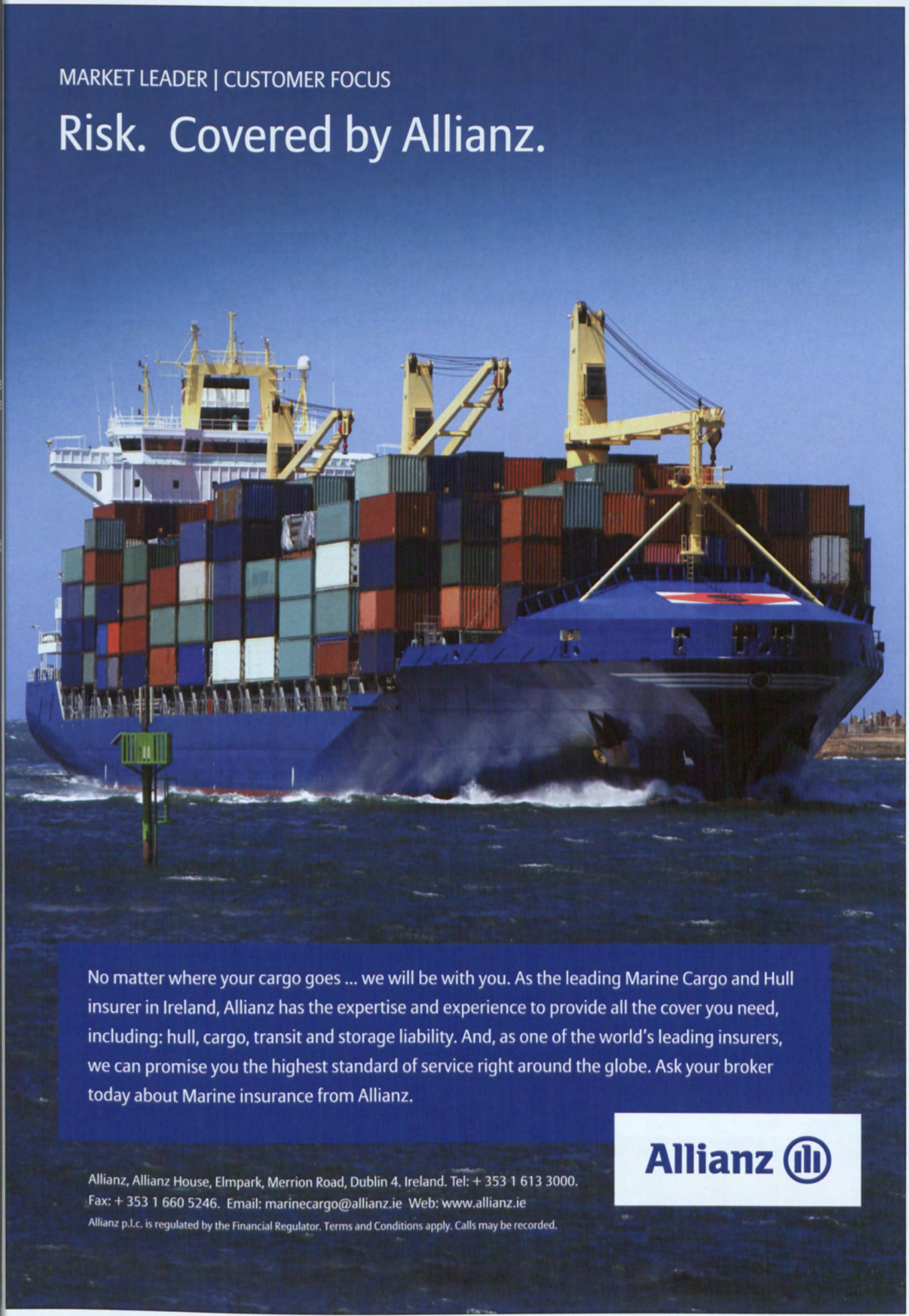

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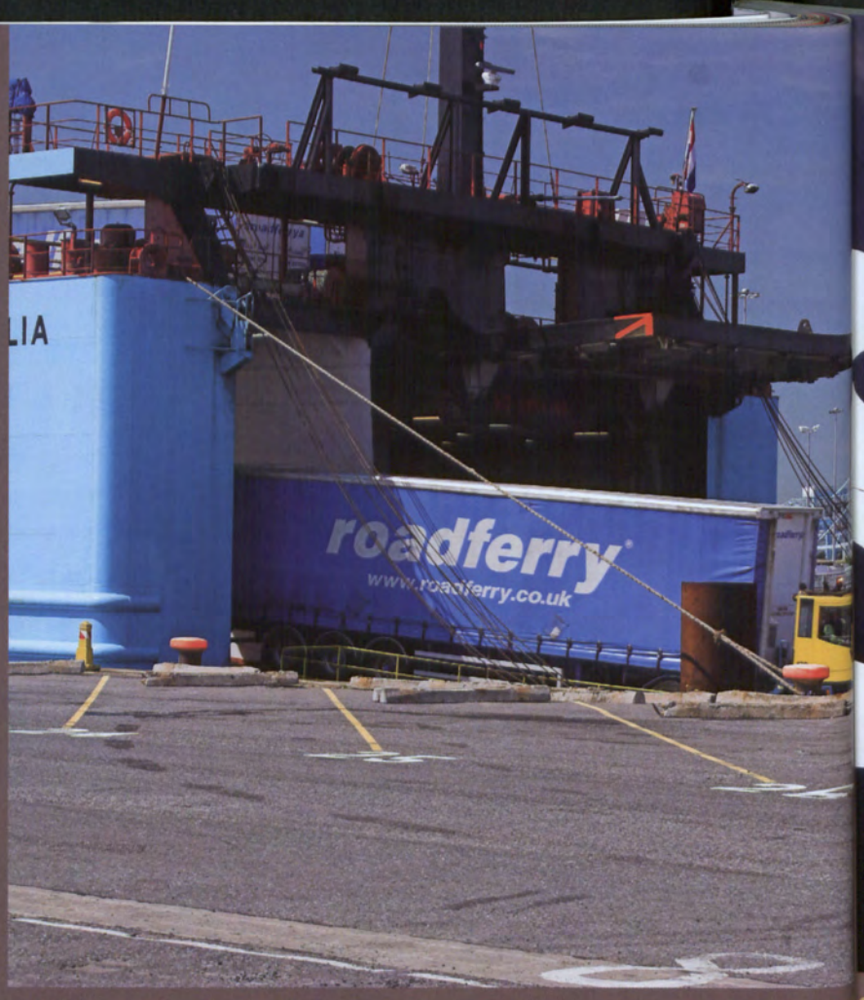
Modes of Transport



Ro-Ro Operators

- Irish Ferries
- Isle of Man Steam Packet Company
- P&O Ferries
- Seatruck Ferries
- Stena Line
- CLdN (Cobelfret)



Roll on Roll off

Dublin is the leading Ro-Ro port in Ireland, handling almost 730,000 freight units in 2010.

The Ro-Ro mode accounts for 60% of total port throughput. Six ferry companies, between them, operate up to 14 sailings daily from Dublin, connecting with Holyhead, Heysham, Liverpool and Douglas. Our European connections are to Zeebrugge and Rotterdam. 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.

Irish Ferries operate the Ulysses, built in 2001 then the largest car ferry in the world, and the high speed Jonathan Swift on the Dublin - Holyhead route. Stena Line operate the Stena Adventurer and Stena Nordica on the same route. The Adventurer, at 211 metres is the longest ferry on the Irish Sea. P&O Ferries operate 3 sailings daily to Liverpool and Seatruck operates 2 sailings daily to Liverpool.

During 2009 CLdN (Compagnie Luxembourgeoise de Navigation SA) introduced the concept of new build Ro-Ro vessels to link Continental Europe with the Port of Dublin. Today the Line operates two sailings each week from Rotterdam and two sailings each week from Zeebrugge.

It is no wonder that Dublin is first choice ferryport, offering a variety of operators, routes and types of ships.



Seatruck Ferries

Seatruck Ferries is the only Irish Sea Ferry Company dedicated solely to the carriage of freight. The 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.

Seatruck operate the youngest fleet on the Irish Sea. The Dublin – Liverpool service is operated by the Clipper Pace and Clipper Pennant with a capacity of 120 unaccompanied units per vessel. The annual capacity is now 135,000 units. With a service speed of 22 knots, the new vessels 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.

The Seatruck Ferries service operates from terminal no.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 – Friday.

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'
Tel (01) 8230492 Fax (01) 8559444

Terminal Details

No. 4 Ramp

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

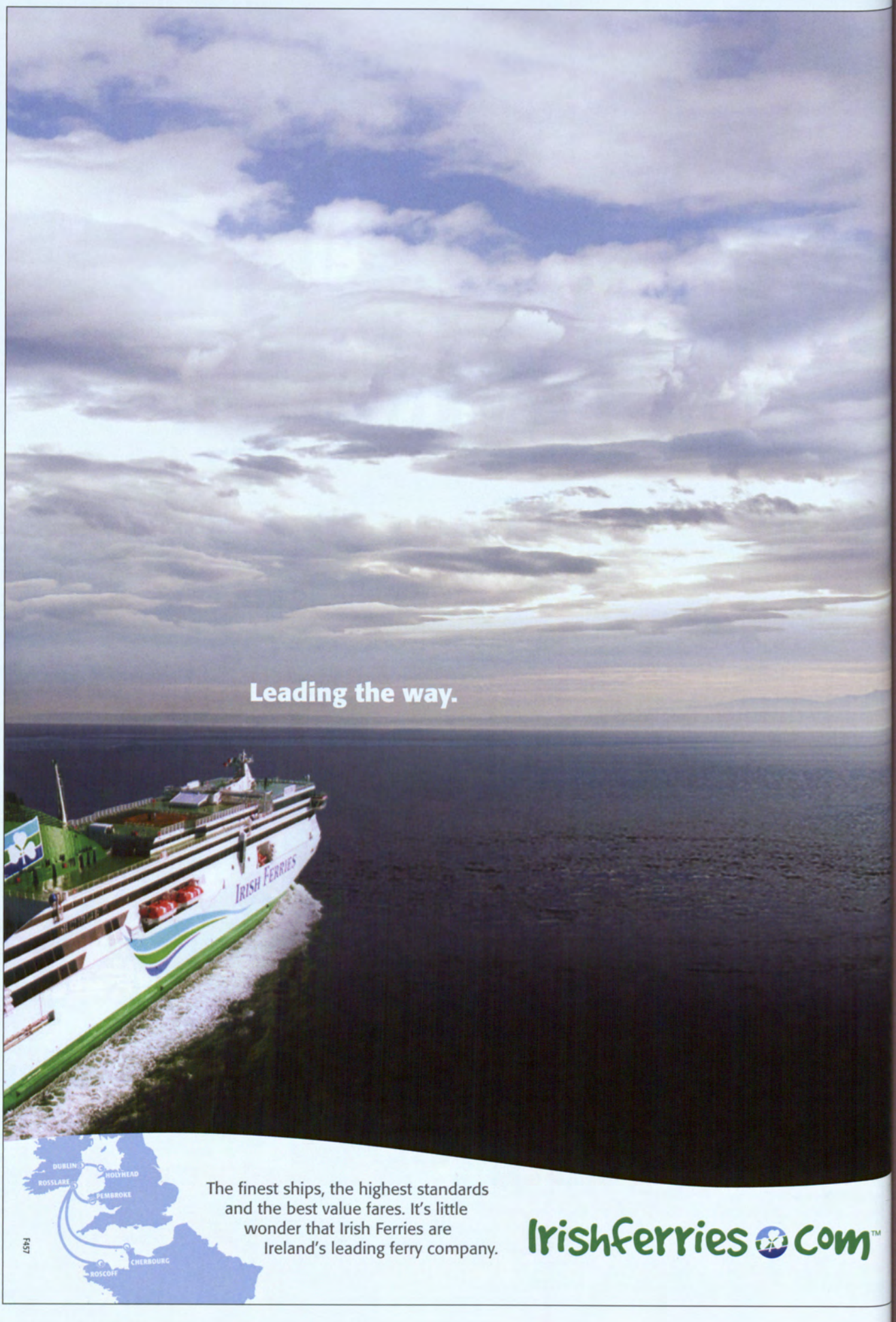
Upper Deck

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




Leading the way.
IRISH FERRIES
DUBLIN
HOLYHEAD
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The finest ships, the highest standards and the best value fares. It's little wonder that Irish Ferries are Ireland's leading ferry company.
IrishFerries.com™



Irish Ferries

Irish Ferries – Passengers, Freight & Holidays to Ireland, Britain & France

Irish Ferries operates a year round passenger car ferry and roll-on roll-off freight service at Dublin Port as part of the Irish owned shipping and transport group ICG (Irish Continental Group) plc.

The Most Modern Fleet

An investment programme of nearly half a billion Euros in the last decade across all of its routes has helped Irish Ferries to secure its position as Dublin Port's premier multi-purpose ferry operator.

A major part of this investment has been spent on the construction of a modern fleet of vessels. Significant sums have also been invested in the development of its service through Dublin Port including freight and container handling equipment with state-of-the-art technology.

Irish Ferries commitment to Dublin Port was clearly demonstrated with the building and introduction of mv Ulysses – then the Largest Car Ferry in the World, in 2001. To date, this cruise ferry has achieved unsurpassed levels of passenger satisfaction and in addition boasts a 100% weather reliability record – not having lost a single departure to adverse weather conditions over the period.

The World's Largest Car Ferry

'Ulysses' currently operates two round trips a day between Dublin Port and Holyhead in North Wales. With over four kilometres of vehicle lane space on board, the 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. Stephens Green Shopping Centre – and can carry a complement of 2000 passengers and crew.

The €100 million 'Ulysses' was the fourth in a series of new vessels specifically built by Irish Ferries for its Dublin to Holyhead route, and follows on from the 'Isle of Innisfree' (1995), the 'Isle of Inishmore' (1997) and the high speed catamaran 'Jonathan Swift' (1999). The latter, trading as the 'Dublin Swift' fast ferry service is a twin hulled aluminium catamaran, built in Freemantle Australia, and capable of carrying up to 800 passengers and 200 cars on each 1hour 49 minute journey across the Irish Sea.

Currently Irish Ferries offers a choice of up to 8 sailings per day on its Dublin – Holyhead route, carrying over 1 million passengers along with nearly 400,000 vehicles annually.

It is also worth noting that in 2008 Irish Ferries added another vessel to their fleet with the introduction of the cruise ferry 'Oscar Wilde' to their Ireland – France services.

Good Value and Uncompromising Service

Irish Ferries actively promotes low fares travel, while at the same time offering a very service focused on-board experience. Satisfaction from customers with this approach is clearly demonstrated by regularly winning awards and accolades from consumer groups, travel and commercial associations, including the recent Chartered Institute of Logistics and Transport 'Passenger Transport Award' and the 'Overall Logistics and Transport Excellence Award' - 2010.

More information on services, ships and great value travel ideas can be found at: 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

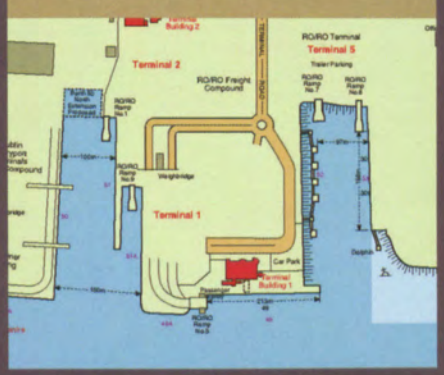
Length of Shore Ramp	43m
Width of Shore Ramp	10.8m
Maximum Vehicle Load	40 tonnes

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 2011 seasonal service between the Isle of Man and Dublin commences on Friday 22nd April and operates through until Tuesday 6th September.

The Isle of Man Steam Packet Company's 96 metre fast craft, Manannan, offers passengers enhanced levels of comfort and service. Since her debut on the Liverpool route in May 2009, Manannan has continued to attract positive comment from passengers with her varied and spacious seating options and onboard facilities.

By upgrading to the Premium Lounge passengers benefit from additional services including upgraded seating, service from a dedicated member of staff, complimentary hot and cold beverages and snacks, a selection of newspapers and magazines and access to laptop and mobile phone charging points.

The Niarbyl Reserved Lounge enables passengers to pre-book seats which is particularly useful for peak travel periods and gives peace of mind before you travel.

Manannan also offers two cinema lounges, the Coast-to-Coast cafe and the Blue Point cafe bar at the stern of the vessel. These facilities all contribute to making the journey time between Dublin and Douglas of around 2 hours 50 minutes a pleasurable experience.

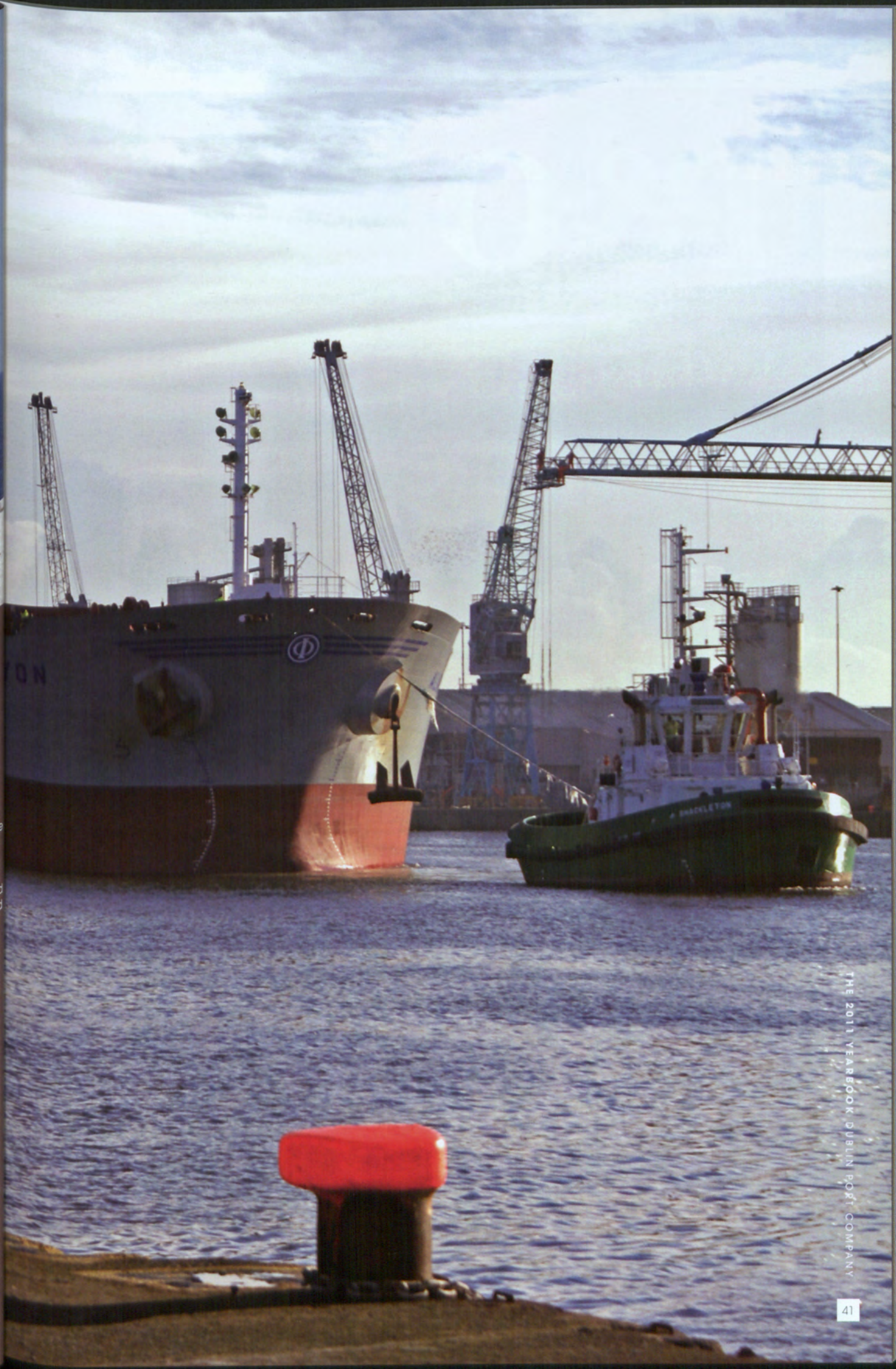
With her spacious car deck Manannan can also accommodate a greater degree of flexibility in the size and types of vehicles that can be carried.

Isle of Man Steam Packet Company sailings during the main summer periods in July and August will operate predominantly on a Tuesday. However, services are enhanced during peak periods with some Sunday and Wednesday sailings. The schedule therefore offers flexibility for taking a short break or perhaps a longer holiday to visit friends and relatives, or take in the spectacular Isle of Man scenery with all the heritage and outdoor activities it offers. By travelling via Belfast on one leg of the break, the schedule offers an even greater degree of flexibility.

From Victorian times, the Isle of Man developed a thriving tourist industry based upon sand and sea, and much of the Victorian infrastructure remains, including one of the largest functioning networks of steam and electric railways. The Manx language, one of the Gaelic languages, closer to Irish and Scottish than to Welsh, is still spoken in the Island by a minority, but the primary language is English. The Island has its own Government, Tynwald, (derived from the Viking term for 'assembly place'), which operates separately from the UK Government. Manx National Heritage is the statutory body of the Manx Government for museum and heritage operations throughout the Isle of Man. The Island is also renowned internationally for its motorsport heritage with the famous TT races and Manx Grand Prix.

Steam Packet Holidays is the tour operator arm of the Isle of Man Steam Packet Company and they offer great value for short break ferry and accommodation packages from Dublin to Douglas. For more information visit steampacketholidays.com.

Ferry only bookings can be made on line at www.steam-packet.com or telephoning 1800 805055



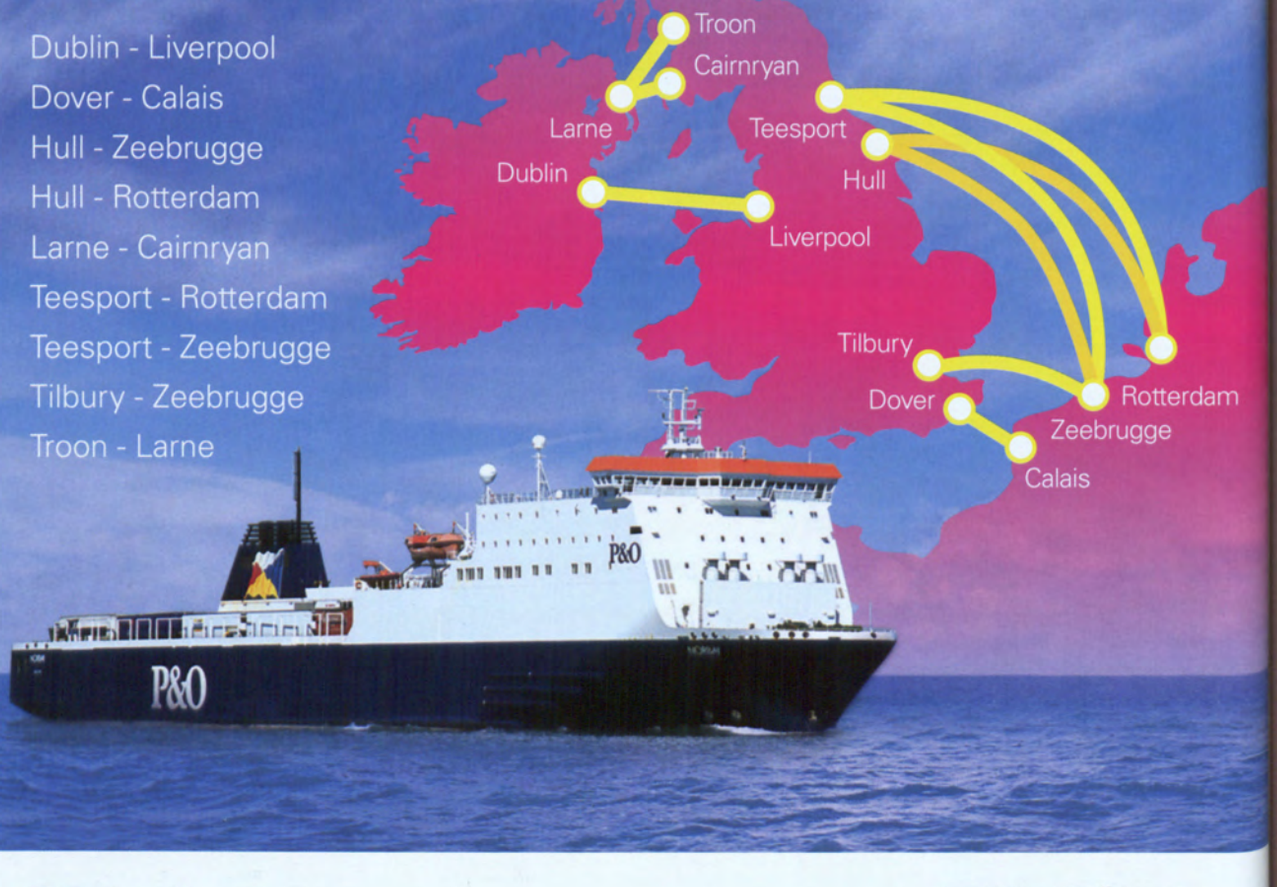
P&O

Dublin - Liverpool
up to 3 times daily

when every second counts

Choose a route that suits **you**

Dublin - Liverpool
Dover - Calais
Hull - Zeebrugge
Hull - Rotterdam
Larne - Cairnryan
Teesport - Rotterdam
Teesport - Zeebrugge
Tilbury - Zeebrugge
Troon - Larne



POFerries.com
Passengers 01 4073434
Freight 01 8762345

P&O Ferries



P&O Ferries

Operating between Dublin and Liverpool, P&O Ferries are located at Terminal 3 beside the East Link toll bridge and the O2 Venue. With a customer-focused approach to sailing schedules and frequency, P&O Ferries represent an excellent choice for motorists and freight customers wishing to travel to and from Dublin Port.

P&O Ferries offer an unrivalled service to all sectors of the freight business, including driver accompanied, unaccompanied trailers, lo-lo 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, cabin and lounge accommodation with the convenience of daytime or overnight sailings direct to and from Liverpool.

The route is served by three vessels, of which 'Norbay' and 'Norbank' are RoPax vessels and can take 130 freight units with accommodation for 104 drivers or passengers. The freight vessel 'Norcape' can cater for 105 freight pieces and 12 drivers, with a vehicle deck maximum free height of 5.2 metres. This dedicated three 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 including free meals. We recognise the value of quality service to our customers in both terminals and on board and are happy to see familiar faces that travel with us on a regular basis.

In addition to normal Ro-Ro 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.poferriesfreight.com (Freight), www.poferries.com (Motorists) or contact us on (01) 876 2345 (Freight) or (01) 407 3434 (Motorists).

Terminal Details

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

2011 will see 16 years of continuous association between Stena Line and Dublin Port Company. In November 2005 the Company introduced the freight only Stena Traveller to the Dublin Port- Holyhead route and since then has continually upgraded the service to the full Tourism and Freight two ship offering it now operates.

The Superferry Stena Adventurer, at 211 metres and 3,400 metres of lane space the longest ferry to ply this route, was introduced in 2003 offering significantly more capacity to the route than it's predecessor the Stena Forwarder. 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 with loading on 3 main decks to wide open lanes that ensure easy access and exit from cabs, even on peak sailings.

The Stena Adventurer operates a 2 round trip daily schedule 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 facilities including shops, lounges, restaurants, bars and conference rooms.

In November 2008, Stena Line introduced the newly refurbished Stena Nordica with 1950 lane metres, to supplement the Adventurer and cope with ongoing growth. The Nordica, as with the Adventurer, caters for both Freight and Tourism markets and also operates a 2 round trip daily schedule giving an unrivalled all year round 8 trip daily schedule between Dublin Port and Holyhead.

Dedicated reservations for both ships are available on one number (01) 2047722 for both local and international requirements as don't forget the Stena Line Landbridge proposition links into the Company's Harwich and Killingholme services to the Hook of Holland and Rotterdam Europort. You can also book via the dedicated freight website www.stenalinefreight.com and find up to the minute timetables and information on all Stena Line routes.



Cobelfret CLdN

During 2009 CLdN (Compagnie Luxembourgeoise de Navigation SA) introduced new build Ro-Ro vessels carrying double stacked containers to link Continental Europe with the Port of Dublin. Today the Line operates two sailings each week from Rotterdam and two each week from Zeebrugge serving the industrial heartland of Europe direct to Ireland. The ships are designed for the carriage of trailers, containers, tank containers and other wheeled equipment. The Zeebrugge service is operated in conjunction with C2C - an established name on the Irish Sea for the carriage of containers from Belgium and France.

By using large Ro-Ro ships, with a twice-weekly frequency, the service is able to compete with the landbridge concept that many operators have previously chosen for carriage of freight from Germany France and Benelux to Ireland. The service has also sparked considerable interest within the automotive industry with reduced waiting time in the continental ports and a swifter direct delivery to car dealerships.

The Zeebrugge service is operated by the newly delivered Mazarine, a ConRo vessel designed to allow maximum flexibility and capacity between containers and trailers. With a length of 195.40m and a beam of 26.2m the vessels are ideal for the route and with a service speed of 18.5 Knots the vessels will offer a high level of reliability. The vessel's capacity is unto 359 units (containers, trailers and tank containers). Containers can be double stacked on each deck using a Translifter / Cassette system.

CLdN's Rotterdam service was launched with the Louise Russ. During the course of 2010 she was replaced with a further new build vessel, M.V. Palatine, sister ship to the Mazarine. A further 4 vessels of the same class were delivered in 2010 ensuring that vessel schedules will not be a problem for CLdN. The vessels can also carry up to 12 driver accompanied units which has proven popular with the exceptional load market

CLdN's stevedoring services in Dublin are provided by the Burke Shipping Group at Alexandra Quay in Dublin.

For further information please visit www.cobelfret.com T: +353 1 856 1608.

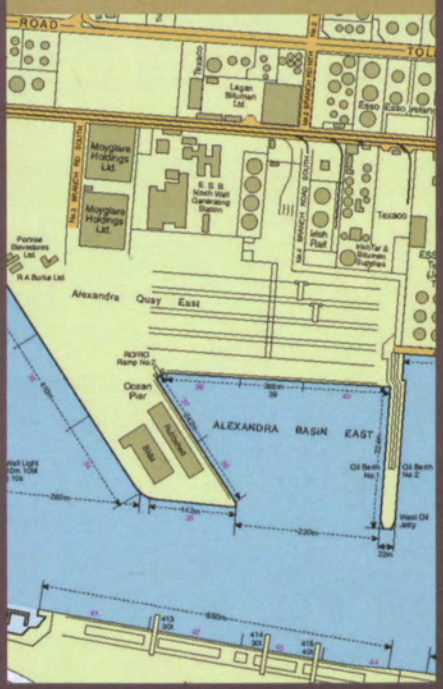
Terminal Details

No. 2 Ramp

Length of Berth	200m
Depth at L.A.T.	7m standard

Single Deck

Length of Shore Ramp	60m floating linkspan
Width of Shore Ramp	31m
Maximum Vehicle Load	200 tonnes



Ro Ro 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: (01) 855 2222	Holyhead	2	05.55 17.25	08.05 20.55	Terminal
Fast Ferry (Passengers) Tel: (01) 0818 300 400	Holyhead	2	13.40 19.15	14.30 08.45*	Terminal
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
P&O Ferries					
Cruise Ferry (Passengers & Freight) Tel: (01) 876 2345	Liverpool	3	05.30 11.30 17.30	9.30 15.00 21.30	Terminal
Isle of Man Steam Packet Company					
Fast Ferry Tel: 1800 805055	Douglas		Seasonal	Seasonal	Terminal
Seatruck Ferries					
Cruise Ferry (Freight) Tel: (01) 855 8268	Liverpool	2	05.00 17.00	09.00 21.00	Terminal
CLdN (Compagnie Luxembourgeoise de Navigation)					
ConRo Ferry	Zeebrugge/ Rotterdam Zeebrugge Rotterdam	 1 Thursdays 1 Sundays 1 Sundays	 4.45 7.45 16.00	 12.00 14.00 22.00	 Ocean Pier Ocean Pier Ocean Pier

* Next Day Sailing
Terminals 1 & 2 Ferryport, Alexandra Road, Dublin 1.
Terminal 3 North Wall Extension, Dublin 1.
Terminal 4 Alexandra Road, Dublin 1.

* Next Day Sailing
Terminal 5 Alexandra Road Extension, Dublin 1.
Terminal Ocean Pier, 3 Branch Road North.

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 554,000 TEU's in 2010. This trade is handled at three separate terminals at Dublin operated by Dublin Ferryport Terminals, Marine Terminals ltd and common user terminal.

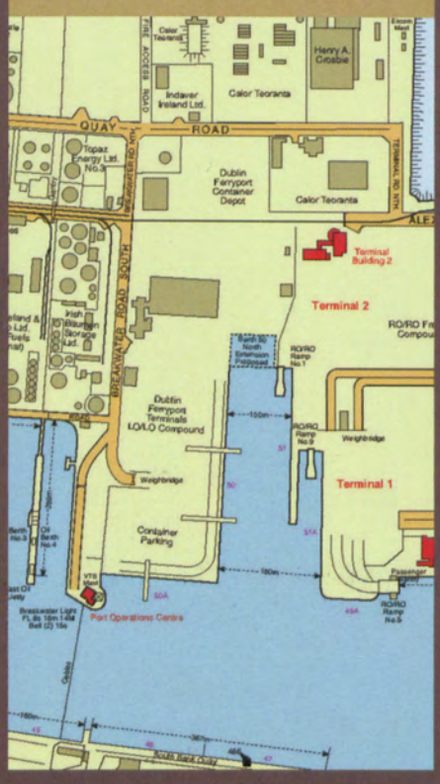
There are direct daily services from Dublin to the UK and mainland Europe as well as weekly services to Iberia and the Mediterranean, including the East Mediterranean. In addition there are world wide transhipment services.

Lo-Lo now accounts for 20% of total throughput through Dublin Port.



Terminal Details

Length of berths	480m
Depth at L.A.T.	9.00-11.00m 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



Dublin Ferryport Terminals (DFT)

DFT which is a wholly owned subsidiary of Irish Continental Group, is a modern container terminal, occupying a 12 hectare site on the north side of the port. It is conveniently located 2km from the entrance to the Dublin Port Tunnel. DFT recently completed an investment programme, which has seen its plant and machinery replaced, the size of the terminal increased by 50% and the quay wall extended by 50m. The terminal is equipped with three modern Liebherr ship-to-shore gantry cranes, whilst secondary handling is carried out by a fleet of rubber tyre gantry cranes. DFT has regular services to hub ports in the Netherlands, Belgium, France and Spain, handling vessels for many of the major shipping lines calling at Dublin Port.

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



Marine Terminals Ltd. (MTL)

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, CMA-CGM, MacAndrews and DFDS Suardiaz. It also handles the widest variation of ports shipped to and from, to include Liverpool, Southampton, Le Havre, Zeebrugge, Antwerp and Rotterdam (all terminals).

Terminal Details

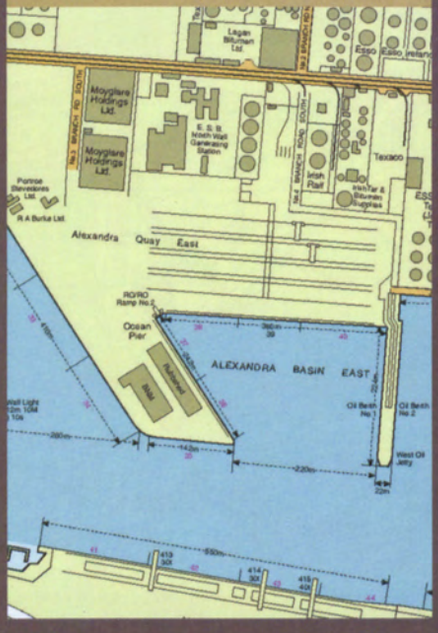
Length of berth	700m
Depth at L.A.T.	8.5-11m standard
Cranes	5 x 45 tonne gantry
Second-handling equipment	4 x 40 tonne RMG
Reefer Points	300





Terminal Details

Length of Berths	900m
Depth at L.A.T.	10m
Cranes	2 x Liebherr 400 / 3 x Liebherr 250
	6 x Liebherr RTG's 250
Equipment	3 x Kalmar reachstackers 20 x Terburg Tug Masters 10 x Novatech Flexmasters
Reefer Points	252
Warehousing	300,000sq feet within 1km



Common User Container Terminal

Burke Shipping Group through its subsidiary Portroe operate the common user terminal.

Burke Shipping provide Stevedoring services to Cobelfret, C2C Lines, APL, Evergreen, Gracechurch and OOCL.

In 2009 Dublin Port Company also installed a Ro-Ro ramp at berth 36/37, this now completes the area as a multi-modal terminal.

The terminal is equipped with five mobile cranes, 6 RTG's and 20 Tugmasters.

This is as a result of a continued investment programme by the Burke Group now totalling €35million.

New gate systems and I.T. systems have also been put in place to enhance the Terminal.

The common user terminal is the closest terminal to the Dublin Port tunnel.

For all your
logistic solutions
at Dublin Port



PEEL PORTS MARINE TERMINALS LIMITED

MARINE TERMINALS LIMITED
provides a high quality and reliable service to the major deep sea and short sea container shipping lines, including:

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PEEL PORTS

Lo Lo Scheduled Sailings

Dublin Port

Lo Lo European

Country	Port	Frequency	Agent	Line
Belgium	Antwerp	2 sailings weekly		BG Freight Line
		2 sailings weekly		Eucon
	Zeebrugge	1 sailing weekly		Samskip
Cyprus	Limassol	1 sailing weekly	Jenkinson Agencies	Borchard Lines
France	Rouen	1 sailing weekly	Eucon	Eucon
	Le Havre	1 sailing weekly	CMA-CGM (Irl) Ltd	CMA-CGM
		1 sailing weekly	MSC (Irl) Ltd	MSC
Greece	Piraeus	1 sailing weekly	Jenkinson Agencies	Borchard Lines
Italy	Salerno	1 sailing weekly	Jenkinson Agencies	Borchard Lines
Netherlands	Rotterdam	1 sailing weekly	MacAndrews (Irl) Ltd.	MacAndrews Shipping
		3 sailings weekly		Eucon
		1 sailing weekly	Burke Shipping Group	X-Press CL
		2 sailings weekly		Samskip
		4 sailings weekly		BG Freight Line
		1 sailing weekly	Burke Shipping Group	APL
Portugal	Leixoes	1 sailing weekly	MacAndrews (Irl) Ltd.	MacAndrews Shipping
		1 sailing weekly	Jenkinson Agencies	Borchard Lines
	Lisbon	1 sailing weekly	MacAndrews (Irl) Ltd.	MacAndrews Shipping
Spain	Bilbao	1 sailing weekly	MacAndrews (Irl) Ltd.	MacAndrews Shipping
	Castellon	1 sailing weekly	Jenkinson Agencies	Borchard Lines
Turkey	Mersin	1 sailing weekly	Jenkinson Agencies	Borchard Lines
	Izmir	1 sailing weekly	Jenkinson Agencies	Borchard Lines
	Istanbul	1 sailing weekly	Jenkinson Agencies	Borchard Lines

Lo Lo
Scheduled Sailings
Dublin Port Continued

Lo Lo Irish Sea

Port	Frequency	Agent	Line
Cardiff	1 sailing weekly	Connect Logistics	Cardiff Container Lines
Felixstowe	1 sailing weekly		BG Freight Line
Greenock	1 sailing weekly 1 sailing weekly	Burke Shipping Group MacAndrews (Irl) Ltd	X-Press CL MacAndrews Shipping
Liverpool	3 sailings weekly 2 sailings weekly 1 sailing weekly	Coastal Container Lines MacAndrews (Irl) Ltd CMA-CGM (Irl) Ltd	Coastal Container Lines MacAndrews Shipping CMA-CGM
Southampton	1 sailing weekly 1 sailing weekly	Burke Shipping Group Burke Shipping Group	X-Press CL APL

Lo Lo - Non European

Country	Port	Frequency	Agent	Line
Egypt	Alexandria	1 sailing weekly	Jenkinson Agencies	Borchard Line
Israel	Haifa Ashdod	1 sailing weekly 1 sailing weekly	Jenkinson Agencies Jenkinson Agencies	Borchard Line Borchard Line
Lebanon	Beirut	1 sailing weekly	Jenkinson Agencies	Borchard Line

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	(01) 855 2644
BG Freight Line	(01) 803 8700
Eucon	(01) 607 5555
CMA-CGM Shipping (Irl) Limited	(01) 855 0007
Irish Ferries	(01) 855 2222
International Maritime Agencies	(01) 832 0709
Jenkinson Agencies	(01) 816 3500

Line/Agent	Telephone
MSC (Irl)	(01) 294 8704
P&O Ferries	(01) 876 2345
Blue Star Agencies	(01) 819 2666
Isle of Man Steam Packet Company	1800 805 055
Samskip	(01) 631 0900
Stena Line	(01) 204 7777
Dublin Maritime	(01) 672 0500

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. In addition, there is 1 x 20 tonne electric portal grabbing crane. Conveyors and hoppers are also available to handle dry bulk cargoes.

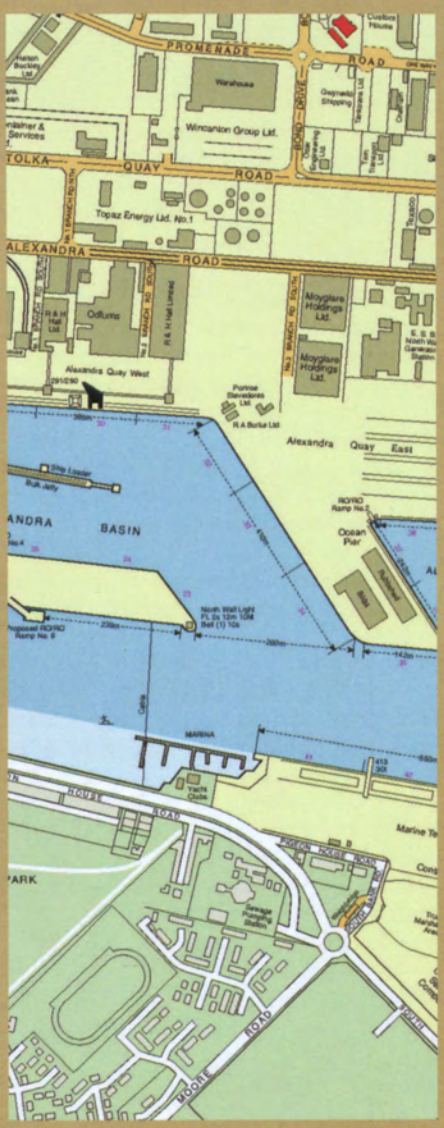
A conveyor and ship loading facility connects the Boliden storage shed to vessels on the Dry Bulk Jetty in Alexandra Basin for the loading-out of lead and zinc concentrate.

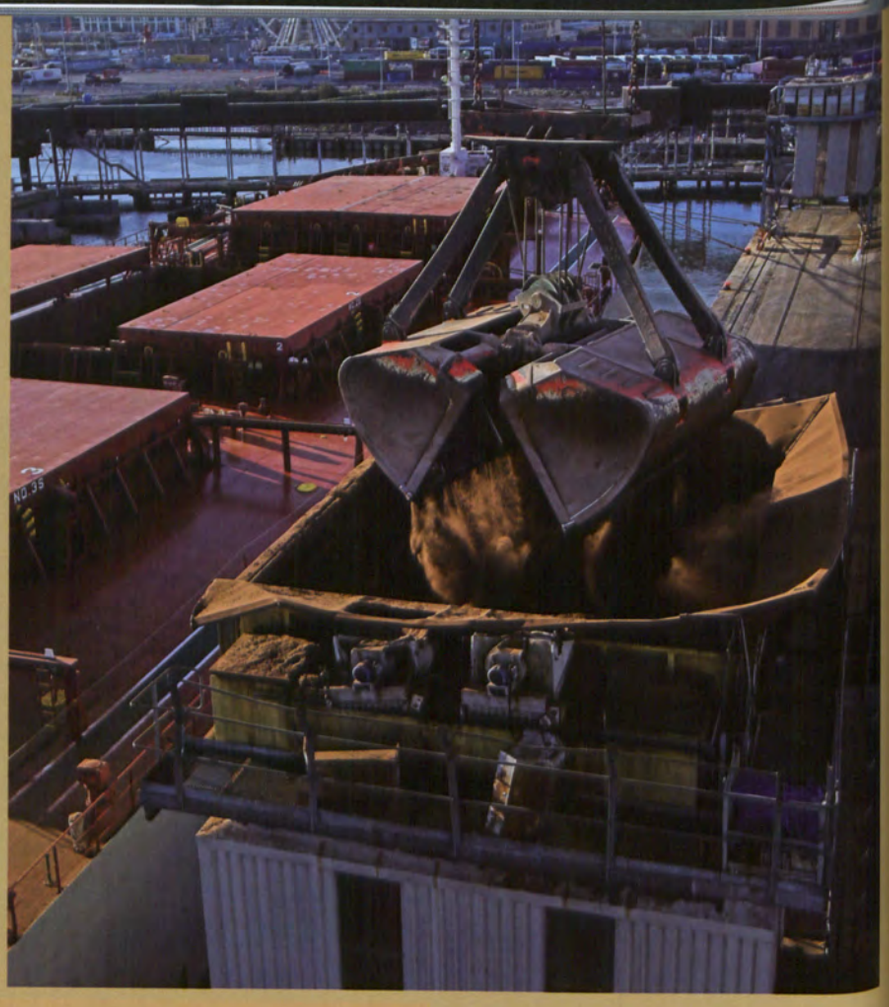
Privately owned storage for up to 100,000 tonnes of grain, animal feed, etc. is available in the Alexandra Basin area.

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.





R&H Hall

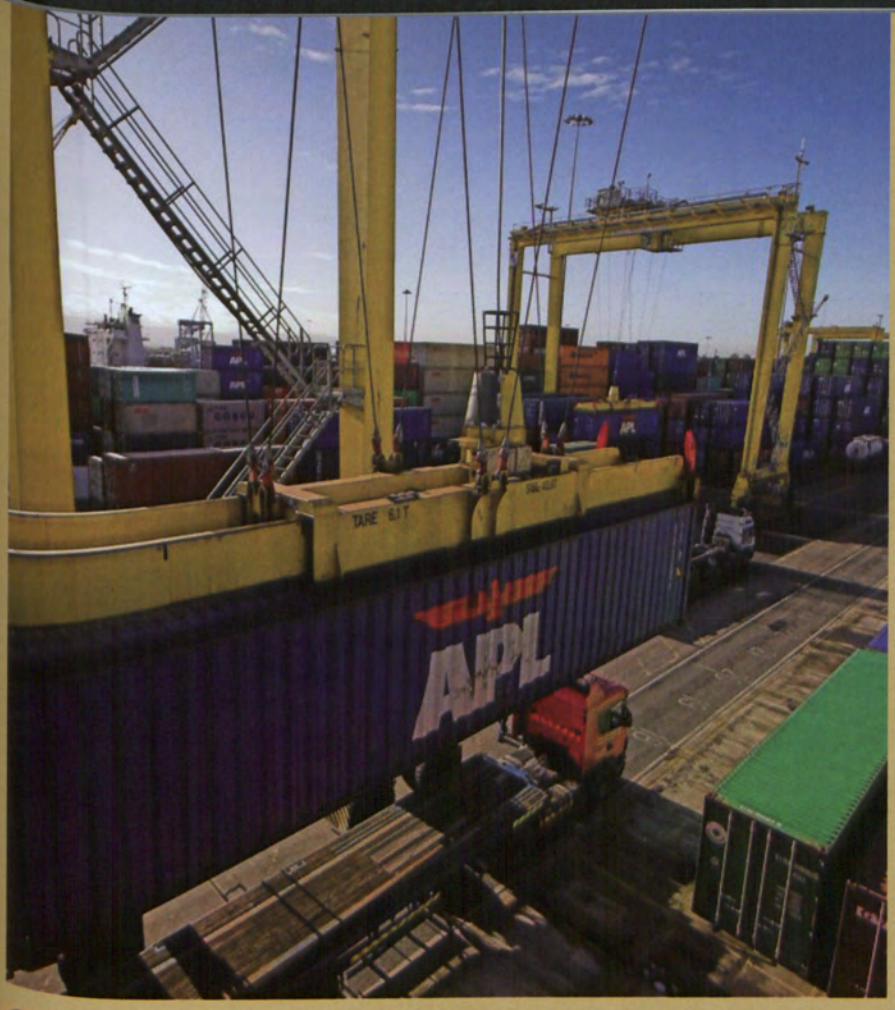
R&H Hall is Ireland's leading importer and supplier of raw material ingredients to the Irish animal feed manufacturing industry. This activity is possible through the operation of an extensive trading, shipping and logistics capability.

Agriculture in Ireland is deficit in both cereal and protein feeds for its ruminant and non ruminant livestock populations. Due to our climate and prevalent soil types, over 80% of the island's utilisable agricultural area (UAA) is grassland with a small share engaged in the production of cereals, oilseeds and other crops such as vegetables. This contrasts with our counterparts on mainland Europe where crops constitute a greater share of the UAA. Accordingly animal feed production must be supplemented through the importation of feed ingredients from abroad such as soybeans, corn gluten and feed wheat. The role of R&H Hall is to competitively source a wide range of these proteins and energy feeds and through its extensive storage facilities, make these available to the agri industry in Ireland, on a year round basis. R&H Hall operations for example are open for ship discharge and customer deliveries from 7am to midnight, 5 days a week.

Being an island, all imported feedstuffs arrive as dry bulk cargo on water. Ingredients are imported via strategically located port facilities around the Irish coast; Dublin, Belfast, Cork, Ringaskiddy and Foynes. This spread of locations provides a unique logistical capability for the business. Ship sizes range from 2,500 tonnes deadweight to large Panamax vessels of 70,000 tonnes deadweight. Typically only Dublin and Ringaskiddy are used to handle the larger Panamax size vessels. A trading and shipping capability gives R&H Hall clear access to important international markets and crucial sources of supply for various feed ingredients. Ingredients are sourced from over 20 countries worldwide. Over time, key relationships have been built and developed with the world's leading producers and suppliers of these bulk ingredients which ensure the market in Ireland is supplied with an extensive range of competitively priced raw materials.

In terms of storage, R&H Hall are in a position of owning sizeable portside flat storage in the ports of Dublin, Ringaskiddy and Foynes. R&H Hall also control the management of Moyglare Stores in the ports of Dublin and Ringaskiddy. This also results in the handling by R&H Hall of product imported by competitors through these ports. With the majority of imported product passing through the aforementioned ports, efficient and effective port operations management is a very important part of the overall business.

The livestock industry in Ireland is dominated by ruminant stock i.e. beef and dairy cattle as well as sheep. For this reason a large proportion of animal feed demand comes from these sectors. With grazed grass as the foundation for both beef and dairy production systems, demand for animal feed tends to be seasonal. There is a strong correlation between periods of poor grass growth and strong animal feed demand with winter being the busiest period. This obviously has implications for buying and shipping programmes. The scale of its operations allows R&H Hall to offer product on a competitive basis while portside storage capacity provides the structure and flexibility to cater for the aforementioned seasonal demand.



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

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.

Stevedoring Companies	Telehone
Dublin Port Stevedores	(01) 676 2259
Poolbeg Stevedoring	(01) 836 5736
Portroe Stevedore	(01) 836 5736

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 five 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 2010 1.8 million passengers travelled by ferry through Dublin Port.

Ferry Operators

Irish Ferries

Isle of Man Steam Packet Company

P&O Ferries

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	13.40 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 Ferries					
Cruise Ferry (Passengers & Freight) Tel: (01) 407 3434	Liverpool	3	05.30 11.30 17.30	09.30 15.00 21.30	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	05.00 17.00	09.00 21.00	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.



Cruise Line Operators

Dublin is Irelands most popular port with cruise liners. 88 cruise liners visited Dublin in 2010. Smaller liners can come up the River Liffey close to the city centre while the larger ships berth in Ocean Pier area which is only 2kms 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 than 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.

Eucon

From Ireland to Benelux, Germany, France, Switzerland, Austria, Italy, Eastern Europe and back.

MARKET LEADER IN DOOR TO DOOR AND FEEDER CONTAINER SHIPPING BETWEEN IRELAND AND THE CONTINENT.

- **DUBLIN**
  Tel: 01 607 5555 Fax: 01 855 2280
- **BELFAST**
  Tel: 048 905 33200 Fax: 048 905 33222
- **CORK**
  Tel: 021 4504000 Fax: 021 4504217
- **ROTTERDAM**
  Tel: 010 428 3700 Fax: 010 429 0607
- **ANTWERP**
  Tel: 03 221 2110 Fax: 03 231 1030
- **RADICATEL (ROUEN)**
  Tel: 02 35 191780 Fax: 02 35 191781



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 **2011**

JANUARY

	Time	m		Time	m		Time	m		Time	m
1 SA	0221	1·16	**16** SU	0155	1·53						
	0902	3·79		0847	3·49						
	1452	1·25		1428	1·44						
	2133	3·78		2108	3·46						
2 SU	0320	1·10	**17** M	0251	1·37						
	0958	3·91		0934	3·69						
	1549	1·08		1519	1·18						
	2231	3·82		2157	3·63						
3 M	0410	1·02	**18** TU	0336	1·15						
	1048	4·01		1017	3·89						
	1638	0·93		1603	0·89						
	2320	3·85		2241	3·81						
4 TU	0452	0·96	**19** W	0417	0·93						
●	1130	4·08	○	1057	4·09						
	1720	0·81		1643	0·62						
	2359	3·83		2323	3·96						
5 W	0530	0·92	**20** TH	0455	0·74						
	1205	4·12		1137	4·24						
	1759	0·75		1726	0·40						
6 TH	0034	3·79	**21** F	0004	4·06						
	0605	0·90		0535	0·61						
	1237	4·11		1218	4·35						
	1836	0·74		1808	0·27						
7 F	0107	3·74	**22** SA	0046	4·10						
	0640	0·92		0616	0·55						
	1312	4·08		1301	4·39						
	1914	0·77		1853	0·24						
8 SA	0142	3·69	**23** SU	0129	4·08						
	0717	0·98		0701	0·58						
	1350	4·02		1348	4·37						
	1950	0·84		1941	0·31						
9 SU	0220	3·62	**24** M	0217	4·02						
	0756	1·07		0749	0·69						
	1430	3·92		1438	4·28						
	2028	0·95		2031	0·47						
10 M	0301	3·54	**25** TU	0308	3·90						
	0838	1·20		0842	0·85						
	1511	3·79		1530	4·12						
	2109	1·09		2126	0·69						
11 TU	0344	3·44	**26** W	0403	3·76						
	0925	1·35	☾	0943	1·05						
	1556	3·64		1629	3·92						
	2153	1·25		2225	0·96						
12 W	0435	3·34	**27** TH	0507	3·62						
☽	1017	1·51		1049	1·26						
	1645	3·47		1738	3·71						
	2242	1·41		2330	1·21						
13 TH	0535	3·26	**28** F	0620	3·53						
	1119	1·64		1205	1·40						
	1745	3·33		1857	3·56						
	2344	1·55									
14 F	0646	3·25	**29** SA	0046	1·38						
	1225	1·69		0735	3·54						
	1858	3·27		1329	1·42						
				2016	3·51						
15 SA	0051	1·60	**30** SU	0206	1·40						
	0752	3·33		0845	3·64						
	1329	1·62		1445	1·29						
	2009	3·32		2127	3·56						
			31 M	0311	1·30						
				0947	3·78						
				1544	1·10						
				2226	3·64						

FEBRUARY

	Time	m		Time	m		Time	m		Time	m
1 TU	0400	1·15	**16** W	0316	1·11						
	1039	3·91		0954	3·83						
	1629	0·92		1543	0·70						
	2313	3·70		2221	3·80						
2 W	0441	1·01	**17** TH	0358	0·81						
	1120	4·00		1036	4·08						
	1707	0·79		1625	0·37						
	2349	3·71		2302	3·99						
3 TH	0516	0·90	**18** F	0438	0·55						
	1151	4·03		1117	4·28						
	1742	0·72	○	1706	0·13						
●				2342	4·11						
4 F	0018	3·70	**19** SA	0517	0·36						
	0548	0·82		1158	4·40						
	1219	4·04		1747	0·02						
	1815	0·69									
5 SA	0041	3·70	**20** SU	0022	4·16						
	0619	0·79		0556	0·28						
	1249	4·02		1240	4·44						
	1846	0·71		1830	0·03						
6 SU	0110	3·69	**21** M	0104	4·15						
	0650	0·80		0640	0·31						
	1321	3·98		1325	4·38						
	1915	0·76		1917	0·17						
7 M	0142	3·68	**22** TU	0149	4·07						
	0721	0·86		0726	0·44						
	1356	3·91		1414	4·25						
	1945	0·84		2004	0·40						
8 TU	0217	3·64	**23** W	0237	3·94						
	0756	0·96		0820	0·64						
	1434	3·80		1508	4·04						
	2019	0·95		2058	0·70						
9 W	0256	3·56	**24** TH	0330	3·77						
	0834	1·09		0918	0·88						
	1516	3·66		1607	3·79						
	2055	1·10	☾	2154	1·02						
10 TH	0340	3·44	**25** F	0432	3·58						
	0916	1·26		1025	1·13						
	1601	3·48		1720	3·53						
	2139	1·28		2259	1·32						
11 F	0431	3·30	**26** SA	0551	3·44						
	1010	1·45		1141	1·32						
☽	1655	3·30		1841	3·37						
	2232	1·49									
12 SA	0534	3·18	**27** SU	0016	1·52						
	1124	1·58		0711	3·42						
	1804	3·17		1314	1·36						
	2351	1·63		2003	3·34						
13 SU	0657	3·17	**28** M	0148	1·53						
	1247	1·57		0826	3·52						
	1929	3·18		1433	1·22						
				2118	3·42						
14 M	0117	1·60									
	0810	3·32									
	1357	1·37									
	2041	3·34									
15 TU	0224	1·40									
	0906	3·56									
	1455	1·05									
	2136	3·57									

MARCH

	Time	m		Time	m		Time	m		Time	m
1 TU	0255	1·38	**16** W	0156	1·35						
	0930	3·67		0835	3·51						
	1529	1·04		1430	0·87						
	2214	3·53		2109	3·55						
2 W	0343	1·18	**17** TH	0252	1·03						
	1022	3·81		0927	3·80						
	1611	0·87		1519	0·51						
	2257	3·61		2157	3·79						
3 TH	0421	0·99	**18** F	0336	0·70						
	1102	3·89		1012	4·06						
	1646	0·75		1604	0·21						
	2330	3·64		2239	3·99						
4 F	0455	0·84	**19** SA	0417	0·42						
	1131	3·92		1055	4·26						
	1719	0·68		1645	0·01						
●	2354	3·66	○	2319	4·12						
5 SA	0526	0·74	**20** SU	0457	0·23						
	1156	3·92		1138	4·37						
	1748	0·67		1726	−0·06						
				2358	4·17						
6 SU	0015	3·68	**21** M	0538	0·15						
	0555	0·69		1222	4·38						
	1223	3·91		1809	0·01						
	1815	0·68									
7 M	0039	3·71	**22** TU	0040	4·16						
	0622	0·69		0622	0·18						
	1253	3·89		1307	4·30						
	1840	0·72		1853	0·19						
8 TU	0108	3·72	**23** W	0124	4·08						
	0650	0·72		0710	0·31						
	1326	3·84		1357	4·13						
	1907	0·77		1941	0·46						
9 W	0142	3·71	**24** TH	0211	3·95						
	0722	0·79		0802	0·52						
	1404	3·76		1451	3·91						
	1941	0·86		2033	0·77						
10 TH	0221	3·64	**25** F	0304	3·78						
☾	0759	0·90		0901	0·76						
	1447	3·64		1553	3·65						
	2019	1·00		2129	1·09						
11 F	0304	3·52	**26** SA	0405	3·59						
	0842	1·06		1007	1·00						
	1532	3·47		1704	3·41						
	2102	1·19	☾	2232	1·37						
12 SA	0353	3·36	**27** SU	0621	3·44						
	0934	1·23		1220	1·19						
	1624	3·29		1922	3·27						
	2156	1·40									
13 SU	0450	3·21	**28** M	0045	1·56						
	1043	1·38		0741	3·39						
☽	1730	3·15		1347	1·25						
	2310	1·58		2042	3·25						
14 M	0608	3·15	**29** TU	0214	1·57						
	1211	1·38		0856	3·45						
	1856	3·15		1504	1·15						
				2154	3·35						
15 TU	0041	1·57	**30** W	0326	1·41						
	0731	3·27		1002	3·58						
	1328	1·19		1559	1·00						
	2011	3·31		2249	3·46						
			31 TH	0415	1·20						
				1053	3·70						
				1643	0·87						
				2329	3·55						

APRIL

	Time	m		Time	m
1 F	0454	1·00	**16** SA	0411	0·70
	1132	3·77		1047	4·04
	1718	0·78		1640	0·23
	2359	3·61		2314	3·97
2 SA	0529	0·85	**17** SU	0456	0·45
	1204	3·80		1135	4·19
	1749	0·73		1724	0·10
				2356	4·08
3 SU	0024	3·65	**18** M	0538	0·28
	0600	0·75		1220	4·27
	1233	3·80		1806	0·08
●	1817	0·71	○		
4 M	0047	3·69	**19** TU	0038	4·14
	0628	0·70		0621	0·21
	1259	3·80		1306	4·26
	1842	0·73		1849	0·17
5 TU	0111	3·73	**20** W	0120	4·14
	0655	0·69		0708	0·23
	1327	3·79		1354	4·16
	1906	0·75		1934	0·35
6 W	0139	3·76	**21** TH	0204	4·08
	0723	0·71		0756	0·34
	1403	3·76		1445	4·01
	1936	0·79		2021	0·59
7 TH	0214	3·75	**22** F	0252	3·97
	0757	0·75		0849	0·51
	1441	3·71		1540	3·80
	2011	0·87		2111	0·85
8 F	0255	3·70	**23** SA	0345	3·83
	0836	0·83		0947	0·70
	1524	3·61		1639	3·58
	2052	0·99		2206	1·12
9 SA	0338	3·60	**24** SU	0444	3·66
	0923	0·94		1049	0·90
	1612	3·49		1743	3·39
	2140	1·15		2305	1·35
10 SU	0427	3·48	**25** M	0553	3·52
	1018	1·06		1153	1·07
	1705	3·35		1854	3·26
	2236	1·33	☾		
11 M	0525	3·35	**26** TU	0011	1·50
	1126	1·15		0706	3·44
	1810	3·24		1306	1·16
☽	2348	1·46		2005	3·23
12 TU	0635	3·30	**27** W	0125	1·54
	1244	1·14		0817	3·44
	1926	3·24		1421	1·15
				2111	3·30
13 W	0109	1·45	**28** TH	0239	1·45
	0753	3·38		0919	3·51
	1357	0·98		1520	1·07
	2038	3·38		2205	3·40
14 TH	0222	1·27	**29** F	0335	1·28
	0900	3·57		1012	3·59
	1500	0·72		1606	0·98
	2138	3·58		2247	3·51
15 F	0321	0·99	**30** SA	0420	1·12
	0956	3·81		1056	3·65
	1552	0·45		1644	0·91
	2229	3·79		2321	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 **2011**

MAY

	Time	m		Time	m
1	0457	0·98	**16**	0436	0·64
SU	1132	3·69	M	1118	4·08
	1717	0·87		1705	0·37
	2350	3·66		2338	4·02
2	0531	0·88	**17**	0524	0·50
M	1204	3·71	TU	1209	4·13
	1745	0·85	○	1750	0·37
3	0019	3·71	**18**	0023	4·09
TU	0602	0·82	W	0611	0·42
●	1234	3·72		1256	4·11
	1811	0·84		1834	0·44
4	0044	3·76	**19**	0105	4·10
W	0630	0·79	TH	0658	0·41
	1305	3·72		1344	4·03
	1838	0·84		1918	0·57
5	0115	3·80	**20**	0150	4·08
TH	0701	0·77	F	0746	0·46
	1341	3·72		1434	3·90
	1911	0·86		2003	0·73
6	0151	3·81	**21**	0236	4·01
F	0737	0·77	SA	0838	0·56
	1422	3·70		1524	3·74
	1950	0·91		2050	0·91
7	0234	3·79	**22**	0326	3·90
SA	0821	0·80	SU	0930	0·70
	1507	3·65		1616	3·57
	2034	1·00		2142	1·10
8	0320	3·74	**23**	0419	3·77
SU	0910	0·85	M	1026	0·85
	1556	3·57		1714	3·42
	2124	1·11		2237	1·27
9	0411	3·66	**24**	0519	3·63
M	1008	0·90	TU	1122	1·00
	1650	3·49		1814	3·30
	2222	1·23	☾	2335	1·41
10	0507	3·59	**25**	0624	3·52
TU	1111	0·93	W	1223	1·13
	1750	3·43		1916	3·25
☽	2326	1·31			
11	0610	3·56	**26**	0037	1·49
W	1219	0·92	TH	0729	3·45
	1858	3·42		1325	1·21
				2017	3·27
12	0037	1·30	**27**	0141	1·49
TH	0719	3·59	F	0831	3·44
	1326	0·84		1426	1·22
	2004	3·50		2111	3·35
13	0146	1·20	**28**	0243	1·41
F	0825	3·70	SA	0926	3·48
	1429	0·70		1519	1·19
	2106	3·63		2159	3·45
14	0249	1·03	**29**	0337	1·30
SA	0927	3·84	SU	1013	3·53
	1526	0·56		1604	1·13
	2202	3·78		2240	3·56
15	0344	0·83	**30**	0422	1·18
SU	1025	3·98	M	1057	3·59
	1618	0·44		1640	1·07
	2251	3·92		2318	3·66
			31	0500	1·07
			TU	1135	3·64
				1714	1·02
				2350	3·74

JUNE

	Time	m		Time	m
1	0534	0·97	**16**	0011	4·04
W	1210	3·68	TH	0604	0·64
	1743	0·97		1249	3·96
●				1823	0·70
2	0021	3·82	**17**	0054	4·08
TH	0606	0·88	F	0651	0·58
	1245	3·72		1334	3·90
	1816	0·92		1904	0·74
3	0055	3·88	**18**	0134	4·08
F	0641	0·80	SA	0736	0·58
	1323	3·75		1417	3·82
	1851	0·89		1946	0·81
4	0133	3·93	**19**	0217	4·05
SA	0722	0·74	SU	0821	0·63
	1405	3·77		1500	3·71
	1932	0·90		2028	0·91
5	0217	3·95	**20**	0300	3·97
SU	0807	0·71	M	0907	0·72
	1452	3·76		1545	3·59
	2017	0·93		2113	1·03
6	0303	3·94	**21**	0347	3·87
M	0857	0·71	TU	0955	0·85
	1540	3·73		1633	3·47
	2107	0·99		2202	1·16
7	0354	3·91	**22**	0436	3·73
TU	0952	0·72	W	1044	0·99
	1632	3·68		1724	3·36
	2202	1·07		2256	1·30
8	0449	3·87	**23**	0531	3·59
W	1051	0·75	TH	1136	1·14
	1728	3·63		1820	3·29
	2303	1·14	☾	2350	1·42
9	0546	3·82	**24**	0631	3·46
TH	1153	0·78	F	1230	1·27
	1828	3·59		1920	3·26
☽					
10	0006	1·19	**25**	0049	1·51
F	0649	3·79	SA	0736	3·38
	1256	0·81		1326	1·37
	1933	3·59		2019	3·29
11	0112	1·19	**26**	0150	1·53
SA	0757	3·78	SU	0838	3·36
	1400	0·82		1424	1·39
	2038	3·64		2113	3·38
12	0219	1·14	**27**	0249	1·48
SU	0904	3·82	M	0934	3·41
	1502	0·80		1519	1·36
	2138	3·73		2202	3·50
13	0323	1·03	**28**	0342	1·36
M	1009	3·88	TU	1023	3·49
	1559	0·76		1605	1·27
	2234	3·85		2246	3·64
14	0422	0·89	**29**	0429	1·21
TU	1108	3·93	W	1108	3·58
	1651	0·71		1644	1·15
	2325	3·95		2324	3·77
15	0515	0·75	**30**	0508	1·04
W	1200	3·97	TH	1149	3·69
	1739	0·69		1721	1·03
○				2359	3·89

JULY

	Time	m		Time	m
1	0545	0·86	**16**	0042	4·07
F	1227	3·78	SA	0641	0·67
	1756	0·91		1322	3·81
●				1848	0·81
2	0035	4·01	**17**	0118	4·08
SA	0623	0·71	SU	0720	0·64
	1305	3·85		1356	3·75
	1834	0·81		1925	0·81
3	0115	4·09	**18**	0153	4·06
SU	0704	0·59	M	0758	0·67
	1347	3·90		1429	3·69
	1913	0·76		2001	0·85
4	0157	4·15	**19**	0231	4·01
M	0749	0·52	TU	0838	0·74
	1431	3·91		1507	3·63
	1958	0·76		2041	0·93
5	0242	4·16	**20**	0310	3·92
TU	0838	0·51	W	0917	0·85
	1519	3·89		1547	3·56
	2046	0·80		2123	1·04
6	0331	4·14	**21**	0352	3·81
W	0930	0·55	TH	0959	0·99
	1608	3·84		1629	3·47
	2138	0·89		2209	1·19
7	0423	4·08	**22**	0437	3·66
TH	1026	0·64	F	1044	1·15
	1701	3·77		1715	3·37
	2234	1·01		2300	1·35
8	0519	3·97	**23**	0528	3·49
F	1125	0·77	SA	1135	1·32
☽	1759	3·68		1811	3·28
	2336	1·13	☾	2357	1·50
9	0623	3·85	**24**	0630	3·33
SA	1227	0·91	SU	1231	1·47
	1904	3·61		1920	3·24
10	0044	1·24	**25**	0101	1·60
SU	0734	3·74	M	0746	3·24
	1333	1·04		1333	1·55
	2014	3·60		2029	3·28
11	0158	1·28	**26**	0207	1·59
M	0850	3·70	TU	0856	3·27
	1442	1·09		1436	1·53
	2121	3·67		2127	3·41
12	0311	1·22	**27**	0309	1·46
TU	1001	3·73	W	0955	3·39
	1547	1·07		1534	1·41
	2223	3·79		2218	3·59
13	0418	1·07	**28**	0402	1·24
W	1104	3·78	TH	1044	3·55
	1641	0·99		1620	1·22
	2318	3·91		2300	3·79
14	0512	0·90	**29**	0446	0·98
TH	1157	3·83	F	1128	3·72
	1729	0·91		1700	1·00
				2338	3·98
15	0004	4·01	**30**	0525	0·71
F	0559	0·75	SA	1206	3·86
	1242	3·84		1736	0·80
○	1810	0·84	●		
			31	0016	4·14
			SU	0603	0·49
				1245	3·97
				1814	0·64

AUGUST

	Time	m		Time	m
1	0054	4·27	**16**	0127	4·05
M	0644	0·34	TU	0730	0·68
	1325	4·04		1358	3·71
	1854	0·55		1933	0·78
2	0134	4·33	**17**	0200	4·01
TU	0726	0·28	W	0803	0·75
	1407	4·06		1429	3·69
	1936	0·53		2007	0·84
3	0218	4·34	**18**	0236	3·94
W	0812	0·32	TH	0835	0·84
	1452	4·03		1504	3·66
	2021	0·60		2043	0·94
4	0306	4·28	**19**	0314	3·84
TH	0903	0·44	F	0909	0·97
	1540	3·96		1544	3·60
	2111	0·73		2121	1·08
5	0358	4·15	**20**	0356	3·69
F	0958	0·62	SA	0948	1·13
	1632	3·84		1626	3·50
	2208	0·92		2206	1·26
6	0454	3·97	**21**	0443	3·51
SA	1056	0·85	SU	1033	1·32
☽	1729	3·71	☾	1715	3·36
	2311	1·12		2300	1·44
7	0600	3·77	**22**	0538	3·31
SU	1159	1·08	M	1131	1·52
	1837	3·59		1816	3·24
8	0023	1·29	**23**	0011	1·59
M	0722	3·60	TU	0651	3·17
	1311	1·27		1247	1·65
	1956	3·55		1937	3·21
9	0144	1·37	**24**	0127	1·60
TU	0843	3·55	W	0821	3·17
	1426	1·34		1401	1·64
	2109	3·62		2052	3·33
10	0307	1·29	**25**	0238	1·45
W	0956	3·59	TH	0928	3·32
	1537	1·28		1506	1·47
	2215	3·76		2148	3·55
11	0415	1·11	**26**	0337	1·16
TH	1100	3·68	F	1022	3·54
	1632	1·15		1556	1·22
	2310	3·90		2234	3·80
12	0505	0·92	**27**	0423	0·83
F	1152	3·75	SA	1105	3·76
	1717	1·01		1637	0·93
	2355	4·01		2314	4·05
13	0548	0·77	**28**	0503	0·51
SA	1233	3·78	SU	1143	3·95
○	1755	0·89		1715	0·67
				2352	4·26
14	0030	4·06	**29**	0542	0·26
SU	0624	0·68	M	1221	4·09
	1305	3·76	●	1753	0·46
	1828	0·81			
15	0058	4·07	**30**	0030	4·40
M	0658	0·66	TU	0621	0·12
	1330	3·73		1259	4·17
	1901	0·77		1831	0·35
			31	0111	4·46
			W	0704	0·10
				1340	4·18
				1913	0·35

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 **2011**

SEPTEMBER

	Time	m		Time	m
1	0154	4·43	**16**	0207	3·92
TH	0747	0·21		0754	0·86
	1424	4·13	F	1432	3·76
	1958	0·44		2010	0·90
2	0242	4·31	**17**	0245	3·83
F	0836	0·41		0826	0·98
	1511	4·04	SA	1509	3·71
	2049	0·63		2046	1·03
3	0334	4·13	**18**	0327	3·69
	0930	0·68		0904	1·13
SA	1604	3·90	SU	1551	3·60
	2147	0·86		2130	1·19
4	0433	3·89	**19**	0412	3·52
	1029	0·98		0949	1·32
SU	1703	3·73	M	1639	3·46
☽	2253	1·11		2220	1·36
5	0546	3·64	**20**	0505	3·33
	1134	1·26		1044	1·53
M	1814	3·59	TU	1735	3·32
			☾	2329	1·51
6	0007	1·30	**21**	0614	3·18
	0712	3·47		1202	1·67
TU	1248	1·45	W	1848	3·25
	1936	3·54			
7	0133	1·37	**22**	0052	1·52
	0835	3·45		0743	3·17
W	1410	1·50	TH	1326	1·67
	2053	3·62		2010	3·34
8	0259	1·27	**23**	0207	1·35
	0949	3·53		0857	3·33
TH	1521	1·40	F	1435	1·49
	2201	3·76		2113	3·56
9	0402	1·07	**24**	0307	1·05
	1050	3·65		0952	3·57
F	1615	1·22	SA	1528	1·20
	2256	3·91		2204	3·83
10	0449	0·89	**25**	0356	0·71
	1136	3·74		1039	3·81
SA	1657	1·05	SU	1612	0·89
	2338	4·00		2247	4·10
11	0526	0·76	**26**	0439	0·39
	1214	3·77		1118	4·02
SU	1734	0·90	M	1653	0·61
				2328	4·31
12	0011	4·03	**27**	0519	0·16
	0602	0·70		1157	4·17
M	1242	3·77	TU	1732	0·39
○	1807	0·81	●		
13	0037	4·03	**28**	0009	4·45
	0633	0·69		0559	0·06
TU	1305	3·76	W	1235	4·25
	1838	0·76		1811	0·28
14	0104	4·01	**29**	0051	4·48
	0701	0·72		0641	0·09
W	1329	3·77	TH	1316	4·27
	1908	0·77		1854	0·28
15	0133	3·98	**30**	0134	4·42
	0727	0·78		0725	0·24
TH	1358	3·78	F	1401	4·22
	1937	0·81		1940	0·39

OCTOBER

	Time	m		Time	m
1	0224	4·27	**16**	0221	3·80
	0812	0·49		0756	1·03
SA	1449	4·11	SU	1443	3·80
	2032	0·58		2022	1·02
2	0319	4·05	**17**	0303	3·69
	0906	0·79		0835	1·16
SU	1541	3·96	M	1526	3·71
	2131	0·82		2106	1·13
3	0420	3·80	**18**	0351	3·55
	1005	1·10		0921	1·32
M	1641	3·80	TU	1613	3·60
	2237	1·06		2158	1·26
4	0535	3·56	**19**	0444	3·41
	1110	1·37		1016	1·50
TU	1755	3·66	W	1707	3·48
☽	2349	1·24		2303	1·35
5	0656	3·42	**20**	0548	3·29
	1221	1·55		1126	1·63
W	1912	3·60	TH	1811	3·42
			☾		
6	0113	1·31	**21**	0017	1·36
	0817	3·42		0704	3·28
TH	1343	1·58	F	1248	1·63
	2026	3·64		1923	3·47
7	0236	1·23	**22**	0130	1·22
	0930	3·51		0818	3·41
F	1455	1·47	SA	1358	1·48
	2134	3·75		2031	3·64
8	0337	1·08	**23**	0234	0·98
	1026	3·64		0917	3·62
SA	1548	1·30	SU	1456	1·23
	2229	3·87		2128	3·87
9	0423	0·94	**24**	0327	0·69
	1111	3·74		1008	3·85
SU	1632	1·12	M	1544	0·94
	2312	3·94		2219	4·10
10	0501	0·84	**25**	0413	0·44
	1146	3·79		1051	4·05
M	1710	0·97	TU	1629	0·68
	2346	3·97		2305	4·28
11	0535	0·79	**26**	0457	0·26
	1214	3·82		1134	4·20
TU	1743	0·88	W	1712	0·47
			●	2350	4·39
12	0014	3·96	**27**	0541	0·20
	0604	0·79		1216	4·29
W	1238	3·83	TH	1756	0·36
○	1816	0·83			
13	0041	3·94	**28**	0035	4·41
	0633	0·82		0623	0·25
TH	1304	3·85	F	1258	4·32
	1845	0·84		1841	0·35
14	0111	3·91	**29**	0123	4·34
	0656	0·87		0706	0·40
F	1332	3·86	SA	1343	4·28
	1913	0·87		1929	0·43
15	0143	3·87	**30**	0114	4·19
	0723	0·93		0654	0·62
SA	1405	3·85	SU	1332	4·19
	1946	0·94		1921	0·58
			31	0209	3·99
				0746	0·89
			M	1426	4·06
				2019	0·77

NOVEMBER

	Time	m		Time	m
1	0311	3·77	**16**	0233	3·65
	0842	1·16		0800	1·27
TU	1523	3·91	W	1452	3·79
	2120	0·97		2040	1·08
2	0418	3·57	**17**	0325	3·57
	0944	1·39		0854	1·39
W	1629	3·77	TH	1544	3·72
☽	2226	1·15		2139	1·13
3	0530	3·44	**18**	0422	3·49
	1050	1·56		0956	1·49
TH	1741	3·68	F	1642	3·67
	2338	1·26	☾	2243	1·14
4	0643	3·42	**19**	0527	3·47
	1202	1·62		1106	1·51
F	1850	3·66	SA	1744	3·67
				2352	1·09
5	0056	1·26	**20**	0636	3·54
	0750	3·48		1216	1·44
SA	1315	1·55	SU	1850	3·75
	1955	3·70			
6	0159	1·19	**21**	0057	0·97
	0848	3·60		0739	3·67
SU	1414	1·42	M	1319	1·28
	2051	3·76		1953	3·88
7	0249	1·10	**22**	0156	0·81
	0934	3·71		0835	3·85
M	1502	1·26	TU	1417	1·07
	2137	3·82		2052	4·03
8	0332	1·02	**23**	0249	0·65
	1011	3·79		0927	4·02
TU	1543	1·12	W	1509	0·86
	2215	3·85		2147	4·16
9	0405	0·98	**24**	0339	0·53
	1043	3·85		1015	4·17
W	1619	1·03	TH	1558	0·67
	2250	3·86		2238	4·24
10	0438	0·96	**25**	0425	0·47
	1113	3·90		1100	4·27
TH	1653	0·98	F	1646	0·54
○	2321	3·86	●	2327	4·26
11	0504	0·97	**26**	0510	0·49
	1141	3·92		1145	4·32
F	1724	0·96	SA	1734	0·47
	2352	3·84			
12	0531	0·99	**27**	0016	4·21
	1209	3·94		0554	0·58
SA	1754	0·96	SU	1232	4·31
				1822	0·49
13	0025	3·83	**28**	0105	4·10
	0559	1·02		0639	0·73
SU	1243	3·94	M	1318	4·26
	1826	0·97		1911	0·57
14	0103	3·79	**29**	0157	3·94
	0633	1·07		0726	0·92
M	1322	3·91	TU	1407	4·16
	1905	0·99		2003	0·71
15	0145	3·73	**30**	0251	3·77
	0712	1·16		0819	1·12
TU	1406	3·86	W	1501	4·02
	1949	1·03		2058	0·88

DECEMBER

	Time	m		Time	m
1	0350	3·60	**16**	0302	3·75
	0913	1·31		0830	1·17
TH	1558	3·88	F	1520	3·96
	2154	1·05		2112	0·87
2	0452	3·47	**17**	0354	3·70
	1014	1·48		0926	1·26
F	1700	3·73	SA	1612	3·91
☽	2255	1·21		2210	0·93
3	0555	3·41	**18**	0453	3·64
	1117	1·58		1028	1·34
SA	1804	3·63	SU	1710	3·84
	2359	1·33	☾	2313	1·00
4	0658	3·42	**19**	0556	3·63
	1223	1·61		1135	1·37
SU	1907	3·58	M	1815	3·80
5	0107	1·37	**20**	0020	1·03
	0756	3·50		0703	3·67
M	1331	1·56	TU	1246	1·34
	2004	3·59		1924	3·81
6	0207	1·34	**21**	0128	1·01
	0847	3·61		0809	3·78
TU	1428	1·45	W	1355	1·23
	2056	3·62		2031	3·87
7	0256	1·28	**22**	0230	0·93
	0932	3·72		0908	3·92
W	1516	1·32	TH	1456	1·05
	2143	3·67		2136	3·96
8	0336	1·22	**23**	0326	0·83
	1011	3·82		1003	4·07
TH	1556	1·21	F	1553	0·85
	2224	3·72		2232	4·04
9	0411	1·16	**24**	0417	0·75
	1048	3·90		1052	4·19
F	1632	1·12	SA	1642	0·68
	2300	3·76	●	2323	4·08
10	0441	1·11	**25**	0502	0·70
	1120	3·96		1137	4·27
SA	1704	1·03	SU	1728	0·56
○	2334	3·79			
11	0509	1·07	**26**	0011	4·06
	1149	4·00		0542	0·70
SU	1735	0·96	M	1220	4·30
				1813	0·52
12	0008	3·82	**27**	0054	4·00
	0540	1·03		0625	0·76
M	1223	4·03	TU	1303	4·27
	1809	0·90		1857	0·55
13	0046	3·83	**28**	0138	3·89
	0615	1·02		0707	0·86
TU	1303	4·04	W	1346	4·19
	1849	0·85		1942	0·64
14	0126	3·83	**29**	0223	3·76
	0654	1·04		0752	0·99
W	1345	4·03	TH	1431	4·07
	1931	0·82		2028	0·79
15	0213	3·80	**30**	0311	3·63
	0739	1·09		0840	1·15
TH	1431	4·01	F	1519	3·92
	2020	0·83		2116	0·97
			31	0401	3·50
				0933	1·31
			SA	1610	3·75
				2207	1·16

DATUM OF PREDICTIONS = CHART DATUM : 0·20 METRES ABOVE ORDNANCE DATUM (DUBLIN)

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Throughput

Dublin Port figures

2010

	Year 2010 Tonnes
Ro Ro	17,106,000
Lo Lo	5,676,000
Bulk Liquid	3,788,000
Bulk Solid	1,471,000
Break Bulk	73,000
Total Tonnage	28,114,000

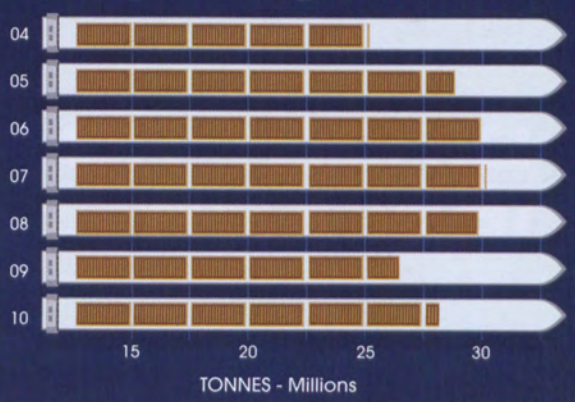
	Units
Ro Ro Units	728,000
Lo Lo TEUs	554,000
Trade Cars	47,000
Tourist Cars	382,000
Passengers	1,764,000

2009

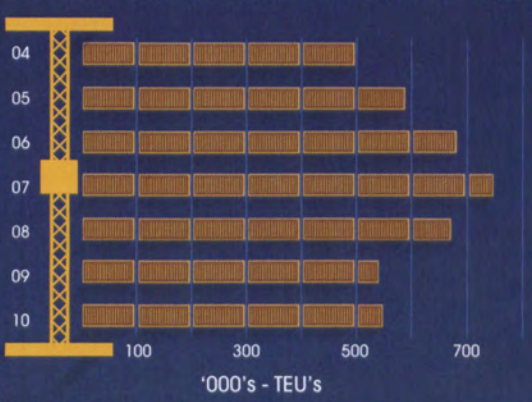
	Year 2009 Tonnes
Ro Ro	15,272,000
Lo Lo	5,436,000
Bulk Liquid	4,051,000
Bulk Solid	1,587,000
Break Bulk	108,000
Total Tonnage	26,454,000

	Units
Ro Ro Units	642,000
Lo Lo TEUs	548,000
Trade Cars	24,000
Tourist Cars	350,000
Passengers	1,500,000

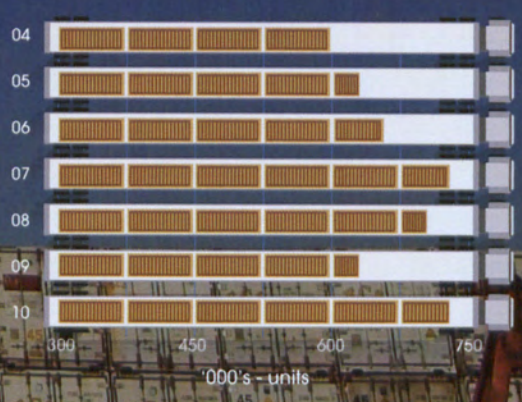
Tonnage Throughput 2004-2010



Lo Lo Unitised Trade 2004-2010



Ro Ro Unitised Trade 2004-2010



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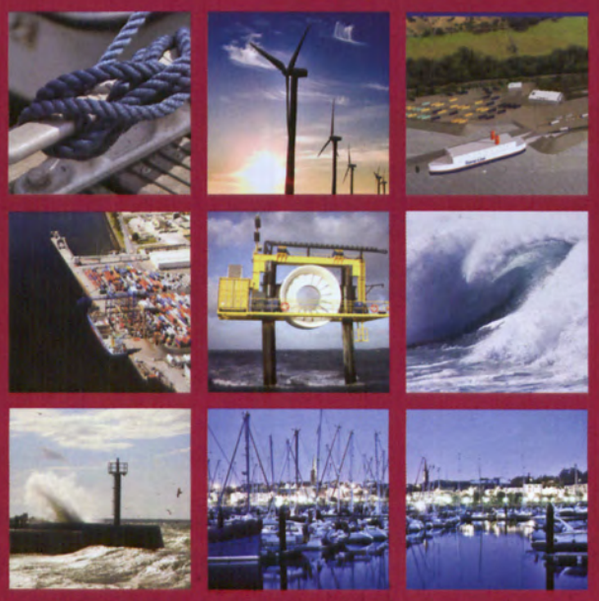

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