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DUBLIN PORT COMPANY



DUBLIN PORT YEARBOOK 2023

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- 24hr smooth efficient vessel and truck turnround time 7 days a week.
- North river location with close access to Port Tunnel.



Dublin Ferryport Terminals

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■ A NEW PERSPECTIVE



NEW DUBLIN PORT COMPANY CEO, BARRY O'CONNELL, EXPLAINS WHAT HE BRINGS TO THE ROLE OF HELMING THE BUSIEST PORT IN THE COUNTRY.

When Dublin Port Company CEO, Barry O'Connell looks out his office window, he gets a daily reminder of the scale of the operation at Ireland's busiest port. "I have a prime view of the efficiency with which the whole operation works, the constant stream of HGV's in and out of the Port," he smiles. "It's pretty inspiring."

Barry became the new Chief Executive Officer of Dublin Port Company on November 14, 2022. A Cork native, Barry has spent most of the last two decades outside Ireland, working primarily with Coca-Cola, where he held multiple senior executive roles in bottling operations around the world since 1992.

He started in Coca-Cola Ireland on the Naas Road as a Junior Sales Rep, and soon found himself rising through the ranks, managing a sales division in the Irish operation. "My boss at the time moved to Eastern Europe, where our business was expanding, and he ended up heading up the Russian operation. He recruited me as Marketing Director, which was my first foray outside Ireland," Barry recalls.

Working in Russia at that time, in the late '90s, was quite an eye-opening experience. "I'm not sure I'd be able for it now," Barry laughs. "But it was certainly an incredible time; we were opening and building plants and depots in the depths of a Siberian winter, in temperatures as low as minus forty degrees." He explains that the workers used what was essentially a huge furnace on wheels to melt snow and unfreeze the earth, which they would then dig as fast as possible before it re-froze. "It was wild west stuff but it was hugely exciting, because we were setting up a business from scratch in a huge country," Barry explains.

Barry spent two years in Russia, before returning to Ireland to manage IT and then becoming Sales & Marketing Director for Coca-Cola on the island of Ireland. He subsequently worked in a similar capacity in Switzerland, and became CEO of Coca-Cola Austria in 2008, followed by years in New Zealand and Australia.

"It was always the plan to come back to Ireland but every four years, I was asked to go somewhere else," he grins. "In 2017, I did actually return home for a while but shortly afterwards I got a phone call offering me a role I couldn't say no to in Singapore and Malaysia. But after that, having spent 20 years away, I was done and wanted to come home."

He describes the nature of his work over the two decades he spent outside Ireland as intense: "I was essentially

going in to turn-around situations. I loved it but it was very intense. You're part of a culture but at the back of your mind, you know you are only going to be there for four years, so it is quite transitory."

He missed the simple pleasures that we often take for granted on these shores, like "going to matches, going to the pub with mates, going to see my parents in Cork and my wife's parents in Cahersiveen. We have missed those things for 20 years, so coming back was incredible, just to slot back in."

Coming back to his native land to "get involved in something as significant as the Port was really exciting", Barry explains. "The Port is not only important for the State but it is integrated into Dublin, connected both physically and spiritually. It is a real privilege for me to join the Dublin Port Company team at this crucial time and to be able to play my part in developing the Port to meet the



WE WANT TO OPEN UP THE PORT AND MAKE IT A HUB FOR THE CITY, IN TERMS OF ART, CULTURE AND HISTORY, BUT WE CAN'T DO ALL THAT ON OUR OWN. WE HAVE A FANTASTIC RESOURCE AND FACILITY; COME IN AND HELP US TO MAKE IT AN EVEN MORE SPECIAL PLACE FOR MORE PEOPLE TO ENJOY.



future needs of Dublin and the wider Irish economy. I am very much looking forward to working with the Board and a highly competent and motivated team to continue to deliver value to customers, community and stakeholders."

Barry joins the Company at an important and exciting time as DPC focuses on delivering the final Masterplan project, the 3FM Project, through planning and achieving the ultimate capacity envisaged in Masterplan 2040. This will futureproof Dublin Port and national port capacity for the medium term, but also continue Dublin Port's mission to further integrate the City and Port communities. Port-City integration is a key strategic objective of Masterplan 2040 to be delivered through diverse industrial heritage, cultural, community, and educational programmes. The

Plan also envisages digitisation of operations to further advance capacity optimisation and customer service priorities.

ORGANISATIONAL TRANSFORMATION

Barry has been a CEO since 2009 and has successfully led organisational transformation initiatives in Austria/Slovenia, New Zealand, Australia and Singapore/Malaysia. These initiatives have typically involved major capital investment projects in the areas of manufacturing and logistics, step-changes in sales and marketing strategy, innovative digitisation initiatives and significant investment in building organisational culture and capability. In leading such change initiatives, Barry has acquired significant experience in the areas of strategy, leadership, organisational change, and stakeholder management.

Having travelled the globe and taken on all sorts of responsibilities in all manner of territories, what was it about the role of CEO of Dublin Port Company that spoke to Barry?

"I was asked the same question by the selection committee when I was going through the interview process," he smiles. "I said, 'I know this is going to sound corny but if you have been away for as long as I have, coming home and connecting in the way that the Port could allow you to do, is so important'. One, it's a strategic piece of infrastructure and it's vital that we succeed in what we are doing here. Two, it is uniquely connected to Dublin, both in terms of history and folklore. For me, it was so important, professionally but also personally, to connect back in after being away."

While admitting that "there's always a certain amount of trepidation" with taking on any new role, Barry believes that the experience gained over the last two decades has made him used to getting up to speed quickly and effectively with the challenges of any new position. "If you move profession, and indeed house, every four years, you get used to change. Even though I was essentially working with Coke the entire time, the differences between Russia, Switzerland, Asia and Australia are huge, and you are usually walking into difficult situations. So being offered this role was more about excitement than trepidation, and there was a sense of relief as soon as I got here, because it is a very stable, well-run operation, and there is a very competent and mature team here."

Despite being familiar with the facts and figures about throughput at Dublin Port, the new CEO confesses to being slightly taken aback by "the scale of what happens here and the busyness." The other thing which surprised him is "how much the history of the Port, is deeply engrained with the City and the people of the City. Wherever you go, it seems people have a connection with what goes on in Dublin Port, so there is a richness to that history and heritage which I didn't fully understand before I joined."

OVERSEEING CHANGE

Having managed a number of organisational change projects around the world, the new CEO believes that he is in a unique position to understand how to understand and oversee such change. “There is a danger if you don’t have the experience that you are rushing and forcing change, which never quite works, so that maturity and experience is valuable.”

He also believes that he will add a new outlook to the work of Dublin Port Company in the coming years. “My job isn’t to be as good as the engineers in here, because I never will be,” he admits, “but it’s to bring a different perspective, which I think is timely for the Port because it needs to look outside, to bring down the walls, and it needs to think differently about the way it engages with stakeholders, with the environment, with the dockside community. This has also been identified as part of Masterplan 2040 and I hope to be able to expedite this over the coming years.

“Connecting with the various stakeholders, more than ever, the need to collaborate across state agencies, across city interests, across communities is so vital, and it requires a certain skill to do that, because often you are dealing with competing interests. But when you do it, it can be potentially catalytic.”

He cites the fact that 70% of everything that comes into Dublin Port is distributed within 90 kilometres of the Port, allied to the figure of 10,000 Heavy Goods Vehicles (HGV’s) which travel through Dublin Port every day. “If we could ‘green’ those HGV’s, what impact would we have on climate? But to do that, we need to be able to talk to EirGrid and ESB and the hauliers etc. We can’t do it ourselves but we can act as a hub,” Barry reveals. “That

whole notion of collaboration could open us up to be a hub for positive action on climate change and that’s very exciting.”

MASTERPLAN 2040

Barry replaced Eamonn O’Reilly, who stepped down from the CEO role on August 31, 2022, after 12 highly successful years during which Dublin Port has undergone an historic transformation with the development and ongoing implementation of Masterplan 2040. Enormous growth in freight throughput at Dublin Port has been facilitated by the major infrastructure developments delivered to date. The challenge in the coming years is the effective and timely delivery of the remaining elements of the approved Masterplan.

Masterplan 2040 is a huge document, covering so many different strands of development, as it bids to guide Dublin Port over the next 17 years, over which time throughput is expected to increase exponentially (effectively doubling between 2013 and 2040).

“Delivering on Masterplan 2040 is hugely important at a State level,” Barry stresses. “This can be very challenging for us, because we seem to spend an awful lot of energy trying to convince others that this [the expansions under Masterplan 2040] is necessary, despite the history. We are constantly battling to say ‘we really need to do this’, but the irony is that we will be long gone by the time this is built. We are thinking about the long-term requirements of the State, after we have gone, cognisant of the fact that these things take 10-15 years to come to fruition. So it is vitally important that it happens and that it happens as per the timeline, because we are going to run out of capacity.”





He argues that the Government “needs to start thinking about what happens after 2040, when Dublin Port is effectively full. My predecessor and the team here published papers on that, asking what happens after 2040. We are convinced that Dublin Port should stay where it is, but then there would be an overflow required at some stage.”

The solution, Barry believes, as did his predecessor as CEO, is the creation of a second, overflow port on the East Coast.

“There is always the debate around the demand forecast for the Port up to 2040,” he says. “We could be wrong on either side of that. If we overestimate, then perhaps Dublin Port runs out of capacity not in 2040 but in 2045. But we really don’t want to be wrong in terms of underestimating demand. These aren’t just questions for

Dublin Port but for the entire city and the country. Here we have the Dublin Port Tunnel and the M50; you can’t put in a new port without putting in the right infrastructure to support its creation, which is another piece of the challenge beyond 2040.”

RECONNECTING WITH THE CITY

Much of the public have traditionally not had much contact with Dublin Port beyond possibly driving through it to one of the ferry terminals. This is something Dublin Port Company have long been aware of and have been engaged in a concerted effort to reconnect the Port with the City it serves, a pillar of Masterplan 2040. The new CEO is enthusiastic about this re-engagement, and believes that it can start with staff within Dublin Port Company. “There are people who work in finance who may never have been out in the pilot boat or people in the project management office who may have never seen the

maintenance yards. So the starting point is ourselves. The intention is to open the Port up and invite people in, in a very practical way. If you look at the Masterplan, there is a lot of detail about active travelways and greenways within the Port estate; we will create in the region of 16-18 kilometres of safe cycleways and pathways over the next few years.”

Communicating with the public about the new public amenities and, indeed, about the work of the Port and the importance of the Port to Dublin, both historically and now, is similarly important. “People don’t understand what we do here, because we don’t tell them, so there’s a job to be done. I think we have to get out and talk about what the Port does,” the CEO notes.

Reintegrating the Port and the City has been a vital pillar of Masterplan 2040 and will continue to be so under Barry’s stewardship. “If anything, we are going to up the ante again,” he notes. “I think there is so much to be proud of here and by taking down the walls and inviting people in, you are going to have people who are fascinated, who will bring their kids down to experience the ships coming in and the business of the Port. I have a notion that people could spend a day at the Port, whether it be the 18 kilometres of cycleways, picnic areas, a cultural centre in the Flour Mill Quarter and maybe an art gallery, a café, a parkway, the renovation of the Kittywake; when you tell the story in its entirety, you could easily spend a whole day in the Port, rather than driving by it as fast as you can, which tends to be the case currently.”

To this end, Barry believes that maintaining and extending relationships with other organisations and public bodies will be vital going forward, citing the examples of Dublin Chamber and the Arts Council [DPC recently signed a Memorandum of Understanding with the Arts Council to provide artist workspace in the projected Flour Mill Quarter].

“We want to open up the Port and make it a hub for the City, in terms of art, culture and history, but we can’t do all that on our own,” the CEO notes. “We have a fantastic resource and facility; come in and help us to make it an even more special place for more people to enjoy.”

SUSTAINABILITY AND THE ENVIRONMENT

Sustainability and the environment are at the heart of everything within Masterplan 2040. Consideration and care for the environment is not simply a box-ticking exercise, tacked on at the end of a project in order to meet certain planning criteria; it is an integral part of every capital project within the Port under Masterplan 2040 from years before a sod is turned and for years afterwards, ensuring the environment is not unduly affected by any works within the Port estate.

“The environment has to be front and centre of everything we do,” Barry says simply.

“I was at a project planning meeting recently about upgrading the quay walls on the south-side of the Liffey, where the decision was taken, at significant extra expense, to put pylons down, as opposed to solid block, because it allows salmon who are migrating to be able to swim in and out. We have invested a lot and continue to do so in terms of caring for our biospheres; for example, the Tern colonies within the Port continue to thrive thanks to our efforts with pontoons etc. These are the kind of discussions that happen here, showing that we have the environment firmly and squarely in our considerations.”

The CEO believes that Dublin Port Company has “a role to play, locally within our own operations in terms of the vessels that come in and how we supply energy to them, both now and in the future, and also in terms of what impact that has on the space in the Port and infrastructure investment. We also have to look at the HGV’s; if throughput is going to double by 2040 then it stands to reason that traffic is due to double, so how do we manage that in terms of minimising its impact on the environment?

“If we can tick those boxes, creating capacity while implementing a sustainable solution for ships and HGV’s, while integrating with Dublin City itself, we will be doing a really good job.”

Barry is taking over as CEO at a critical time for the Port, with the massive 3FM Project at planning stage in order to deliver the ability to deal with increased throughput up to 2040. So what would he like to achieve during his time at the helm of the country’s busiest Port? What kind of legacy would he like to leave behind?

“If we can say that we created the infrastructure which has enabled Dublin Port to continue to thrive, that we have done so in a way which is not just neutral to the environment but beneficial, and we have connected the Port to the City of Dublin in a way where there is a real sense of pride in the operation and the history and the future of the operation, that would be something to be proud of,” he says.

To achieve such ambitions will need buy-in from the ground up, right across the organisation, and it’s something Barry feels will be there in spades, given his experiences during his first months in the role.

“The people I have the privilege to work with here and will work with over my tenure, I would love that they too are looking at the whole experience, that they can say ‘I am so proud of that experience and I learned so much. It was a great place to work.’ Without that, it’s going to be impossible to achieve anything else.”

YEAR IN REVIEW

AWARE HARBOUR2HARBOUR WALK RETURNS IN 2022

Aware's Harbour2Harbour Walk took place on Saint Patrick's Day, March 17, 2022, the charity's first live fundraising event in two years, due to the impact of the Covid-19 pandemic.

A popular and successful fundraising event for over 15 years, the 26km walk follows a beautifully scenic route around Dublin Bay, from Dún Laoghaire to Howth or vice versa.

The Harbour2Harbour Walk offered an alternative outdoor activity on Ireland's national holiday and is an opportunity for the public to engage with Aware and support its important work supporting people impacted by depression and bipolar disorder.

"The return to live events gives us a chance to come together on St Patrick's Day to enjoy a rewarding walk around Dublin Bay and also to reflect on the last two years," noted Dominic Layden, CEO of Aware, who described the walk as "a great day out, and an opportunity to take part in something special that can make a real difference in the lives of people experiencing depression or bipolar disorder. I would like to sincerely thank our sponsor Dublin Port Company for their continued partnership which makes this event possible."

At the halfway point of the walk, Dublin Port Company hosted the Halfway Gathering at Dublin Port Plaza, where fundraisers had an opportunity to take a break, grab a refreshment, and enjoy some of the entertainment



on show, including a magician and a DJ. Participants could also take a moment to themselves by visiting the Reflection Tree at the Plaza, where they could leave a personal message, or thought, about their experience during the pandemic. Aware will share some of these anonymous messages on social media.

The Director of Services at Aware, Stephen McBride, said, "This event and other fundraisers help to ensure that individuals across Ireland experiencing mental health difficulties know they are not alone and are provided with the knowledge, advice and tools they need to improve their wellbeing. We couldn't do this without the support of the public and we are so happy to back hosting Harbour2Harbour again."

Eamonn O'Reilly, former Chief Executive at Dublin Port Company, said, "Dublin Port Company is happy to be in a position to support Aware with this important fundraising event."

Aware CEO Dominic Layden with Lord Mayor Alison Gilliland and former Dublin Port CEO Eamonn O'Reilly at the launch of the mental health charity's Harbour2Harbour walk, sponsored by Dublin Port Company.

GOING GREEN

To mark St Patrick's Day, Dublin Port went green again by lighting up Port Centre, Crane 292, Odlums and the Diving Bell.



NEW PILOT BOAT ARRIVES IN DUBLIN PORT

March saw Dublin Port Company take delivery of a new Pilot Boat, named DPC Dodder. The state-of-the-art vessel, which represents a significant investment to support the critical service performed by the pilots and pilot boat crews, arrived in Dublin Port on St Patrick's Day, having set sail from Great Yarmouth the week before.

Piloting the new vessel on her maiden voyage to Dublin was Alan Goodchild of the leading UK boat builder, Goodchild Marine Services Limited, the Norfolk-based company that built DPC Dodder, having secured the contract to construct the boat in 2020. This is the second pilot boat that Goodchild Marine has supplied to the Port in recent years, having delivered DPC Tolka in 2019.

Taking delivery of the 17.1 metre ORC vessel in Dublin Port was Harbour Master Captain Michael McKenna and Assistant Harbour Master Paul Hogan. The latest addition to the Port's fleet is the second incarnation of the DPC Dodder, as the original was retired in 2020, following 23 years of service. The new Dodder joins pilot boats Liffey, Camac, and Tolka amongst the Port's fleet of working vessels, which also includes tugboats Shackleton and Beaufort and multi-purpose workboat, the Rosbeg.

Designed by French Naval Architect Pantocarene for both fuel efficiency and performance in challenging weather conditions, DPC Dodder features the latest navigational and safety equipment on board, including a dedicated Pilot workstation in the wheelhouse and hydraulic Man Overboard Recovery Platform at the stern.

With shipping companies increasingly deploying longer, deeper ships capable of carrying more cargo, DPC Dodder represents a vital upgrade and expansion in the provision of pilotage services at the Port and will

allow Dublin Port's team of highly skilled marine pilots to reach and board these ships in all weather conditions from a greater distance out into Dublin Bay.

"Dublin Port Company is delighted to take delivery of DPC Dodder, another state-of-the-art vessel from Goodchild Marine," noted Captain Michael McKenna, Dublin Port Harbour Master. "Demand for pilotage continues to grow as the Port does, and DPC Dodder will help meet the operational and navigational needs of both regular customers and visiting vessels in the years ahead. We were delighted to work with Goodchild Marine again and thank them for their skills and workmanship in designing and delivering this vessel."

Stephen Pierce, General Manager, Goodchild Marine, said: "Our flagship ORC range of pilot boats are certainly making waves within the industry and we are delighted to be able to export our second ORC 171 to the Dublin Port Company. The pilot operation across the UK and Europe now demands bigger and stronger boats that can withstand the most challenging conditions. We believe we have responded to market demand by producing such a vessel."





HALPIN EXHIBITION AT NATIONAL MARITIME MUSEUM



An exhibition celebrating Captain Robert Halpin, the Irishman who revolutionised global communications by laying trans-Atlantic cables from Kerry to Newfoundland in 1866, opened in the Maritime Museum in Dun Laoghaire in April.

The Halpin Exhibition was formally opened by Eamonn O'Reilly, former CEO at Dublin Port Company, while additional speakers at the event included Seamus O'Connor (Maritime Museum), Jim Rees (Arklow Museum) and Councillor Lettie McCarthy (Cathaoirleach, Dun Laoghaire Rathdown CC).

This exhibition celebrates Captain's Halpin's involvement in the laying of the trans-Atlantic cables in 1866. This started a process which has evolved into our modern day system of mass communication. Various facets of Captain Halpin's life and the process of cable-laying are featured in the exhibition.



"Whereas it is obvious to remark that Ireland is an island, it is something that we all need to be reminded of if we are to maintain our understanding of the importance of the maritime links to our economy and to our society," noted Eamonn O'Reilly at the event. "It is all too easy to take for granted what we depend on and only realise what we have neglected or overlooked when circumstances change. In recent years, storms, Brexit, Covid-19 and, most recently, the war in the Ukraine, have all – in their own different ways – brought home to us our reliance on international trade and international communications."



Eamonn O'Reilly, former CEO of Dublin Port Company, officially opened the Halpin Exhibition.

"The Halpin Exhibition provides an intriguing and coherent reminder of these basic dependencies and, coming in the middle of a period of such enormous disruption and uncertainty, the exhibition brings together a remarkable man, his uniform and a remarkable ship to both entertain and educate."



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MORE DEVELOPMENTS AT DUBLIN INLAND PORT

June 2022 saw Dublin Port Company announce the development of a second empty container depot as part of the 22-hectare first stage development of Dublin Inland Port.

Dublin Inland Port is located 14 kilometres from Dublin Port off the M2, with direct access to the M50 and to Dublin Port via the Dublin Port Tunnel. The second container depot is a 3.2-hectare facility, construction of which was completed by year end.

When fully operational in early 2023, the new facility will have a storage capacity of 4,000 TEU. This will be in addition to the existing 6,000 TEU facility which commenced operations at the start of 2022 and brings to €50 million DPC's total investment to date in Ireland's first inland port facility.

The further development of Dublin Inland Port continues the delivery by DPC of the commitment in Masterplan 2040 to maximise the use of existing port lands by relocating port-related, but non-core activities – including empty container storage – away from Dublin Port. It comes as unitised volumes (containers and trailers) grow back towards the peak volume levels of 2019.

One quarter of all containers moving through Dublin Port are empty because of the structural inefficiencies in container supply chains created by trade imbalances. Given the pressure on land, storage facilities for mountains of slow-moving empty containers awaiting export can no longer be accommodated in Dublin Port.

A decade ago, there were seven empty container depots in Dublin Port. Today there are four. Over the past 10 years, the volume of containers moving through Dublin Port has increased by 60% to 843,000 TEU in 2021.

All four remaining empty container depots will be redeveloped to provide more throughput capacity on Dublin Port's fixed footprint over the coming years as Dublin Inland Port develops.



"We have been working to relocate port-related but non-core activities such as empty container depot storage away from Dublin Port since 2014," noted Cormac Kennedy, Head of Property, Dublin Port Company. "The announcement of the second depot facility coming to market is decisive and signals acceptance of the new realities in container supply chain operations. We expect to bring further sites to market this year and to complete the development of the first stage of Dublin Inland Port by the end of 2023. This first stage development will see Dublin Port investing €50 million in Dublin and Ireland's first inland port facility.

"We are at a tipping point on land capacity in Dublin Port as port volumes grow back towards the record levels of 2019 and as demand increases on unitised services with Continental Europe. In addition, the loss of excessive land areas to State services has further constrained the Port's capacity to cater for growth post-Brexit.

"Dublin Inland Port's role will intensify, with more customers required to move not only empty containers but also laden units out of the Port and at off-peak times. The window of opportunity is now, and customers who adapt early will see the benefits in their business immediately. We foresee additional Inland Ports being developed over time by other parties looking to emulate DPC's approach, with Dublin Inland Port the blueprint for such investment."



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CITIZENS' ASSEMBLY ON BIODIVERSITY LOSS VISIT DUBLIN PORT

June 11 saw the Citizens' Assembly on Biodiversity Loss visiting Dublin Port as part of a field trip to see examples of biodiversity management and conservation.

Dublin Port Company is widely regarded as a shining example of how a corporate entity can effectively address and enhance biodiversity within its estate, and within a highly commercial and industrial setting in general.



Eamon McElroy, Port Engineer, Dublin Port Company, explained how environmental concerns are at the heart of all major projects and decisions within Dublin Port.

Former Dublin Port CEO, Eamonn O'Reilly, brought the Assembly around some of the pedestrian and cycling routes being built within the Port estate, including the 3.2 kilometre Tolka Estuary Greenway, currently under construction, as well as the Liffey Tolka active travel route.



The Chair of the Assembly Dr Aoibhínn Ní Shuilleabháin explained that the Citizens' Assembly wanted to hear about the "merits, the costs, the challenges, and the opportunities that are involved in managing a place for its biodiversity."

The field trip saw the Citizens' Assembly visiting three locations around the capital, including Turvey Island Nature Reserve in north Co. Dublin and Bull Island, part of Ireland's Natura 2000 network of internationally important biodiversity sites.



HUGE CELEBRATIONS FOR SHERIFF'S 50TH ANNIVERSARY

JUNE 4 saw Sheriff YC Football Club celebrating its 50th anniversary with a match against a Celtic Legends XI in Home Farm Football Club in Whitehall, sponsored by Dublin Port.

The game saw Sheriff YC FC, which was founded in 1972, take on a Celtic line-up, featuring Bhoys legends like John Hartson and Brian McClair, who were joined by Alan Stubbs, Bobby Petta and Mark Burchill, among others. The festivities continued at a dinner at the Bonnington Hotel that evening, where all the stars were in attendance. Proceeds raised from ticket sales went back into supporting Sheriff YC Football Club and its teams.



Lar Joye, Heritage Director, Dublin Port Company.



Celtic legends John Hartson and Brian McClair pictured with members of Sheriff YC Football Club and Eamonn O'Reilly, former CEO, Dublin Port Company, and Edel Currie, Community Engagement Manager, Dublin Port Company.

LORD MAYOR PERFORMS 'CASTING OF THE SPEAR'

The Lord Mayor of Dublin, Alison Gilliland, took to the waters of Dublin Bay in June to take part in the annual 'Casting of the Spear' ceremony, the first time the tradition has been observed since before the pandemic.

The 'Casting of the Spear' is a tradition dating back 535 years for the incumbent Lord Mayor, who becomes Honorary Admiral of Dublin Port. The title of Honorary Admiral of Dublin Port has been bestowed on the Lord Mayor of Dublin for over 20 years.

Historical records show that the maritime tradition of the Casting the Spear dates back to 1488 when Thomas Mayler, who was then Lord Mayor of Dublin, rode out on horseback and cast a spear as far as he could into the sea; this was to mark the city's boundaries eastwards. Centuries later, the re-enactment ceremony reminds us of Dublin's role as a port city in medieval times and highlights Dublin Port's remarkable history since its establishment as a trading post some 1,200 years ago.

"I am absolutely thrilled to have had the honour of Casting of the Spear and marking the eastern boundary of our City. I feel privileged being the Honorary Admiral of the Port for the duration of my term of office," noted Lord Mayor of Dublin Alison Gilliland. "This ancient tradition

of marking the City's maritime boundary with a spear has always fascinated me. It also highlights the strategic economic importance of Dublin Port to our City and indeed our country and how it has grown and developed over the centuries."



The Lord Mayor of Dublin, Alison Gilliland, takes part in the annual 'Casting of the Spear' ceremony, alongside Eamonn O'Reilly, former CEO, Dublin Port Company.



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GREAT SPLASH OF COLOUR

Dublin Port Company created a splash of colour for the Dublin Pride Festival in June, with a new 'Pride at the Port' mural at the Great South Wall, which attracts over 500 walkers daily. The mural incorporated the pride colours as a symbol of solidarity with our LGBTQ+ Community. Pride flags flew high throughout Dublin Port and the iconic Diving Bell on Sir John Rogerson's Quay was lit up in the rolling colours of the rainbow each evening at dusk for the duration of the festival.



Walking group on the Great South Wall beside a new mural installation by Dublin Port Company to celebrate Dublin Pride, featuring Emma Muldowney, Elaine Smiddy, Catarina Silva, Megan O'Toole, Alex Bowring, Trisha Fitzpatrick, Victoria Parker, Maeve O'Keeffe and Louise O'Riordan.

DUBLIN SAFEPORT INITIATIVE LAUNCHED

July saw Dublin Port Company, in co-operation with all seven unitised terminal operators at Dublin Port, launch a new port-wide safety initiative called Dublin SafePort, shining a spotlight on road safety.

The seven participating terminal operators are Dublin Ferryport Terminals, Doyle Shipping Group, Irish Ferries, P&O Ferries, Peel Ports Group (MTL), Seatruck Ferries and Stena Line. Together, they account for an estimated 75% of port workers on the estate.

The purpose of the initiative is to support and foster an enhanced safety culture among port workers, which will see Dublin Port Company and the seven terminal operators increase their collaboration on standardising safety practices across the 260-hectare estate.

A key part of Dublin SafePort is the roll-out of ongoing safety awareness campaigns to promote a safer working port for all. The first kicked off to promote road safety in Dublin Port.



Dublin SafePort

As part of the campaign, DPC teams were on the ground to engage with road users on driver behaviour, safety etiquette, speed limits and significant changes to the Port's internal road network following major upgrade works.

A map of the new internal road network showing traffic flows, speed limits and other essential driver information was launched as part of the campaign and made available to port users, including the thousands of HGV drivers who move through the port weekly.

The focus on road safety follows completion of the main phase of Dublin Port's internal roads project to upgrade and reconfigure the port's internal road network. This includes the creation and upgrading of nearly four kilometres of road within the north port area, as well as major improvements to key junctions to increase capacity and flexibility of use, improving the existing network in advance of predicted increases in cargo traffic. Improved routes for cyclists and pedestrians are also being provided as part of the roads projects, with an objective of having active travel needs fully met throughout the north port area by the end of 2023.

"A port-wide safety culture is essential in a port as busy as Dublin," noted Eamonn O'Reilly, then CEO of Dublin Port Company. "Today's launch of Dublin SafePort is the result of extensive collaboration and alignment with all seven unitised terminal operators to ensure Dublin Port is a safe port for all who work and visit. By working together, we have created a single, unifying safety initiative that enhances port safety culture and practice for the long term."

DUBLIN PORT SHORTLISTED IN BUSINESS TO ARTS AWARDS

Dublin Port Company, ANU Productions & Landmark Productions were shortlisted as finalists for the Business to Arts Awards 2022 for 'The Book of Names' in the Best Large Sponsorship category, supported by Arthur Cox.

The Book of Names opened as part of the Dublin Theatre Festival in October 2021 at The Pumphouse in Dublin Port. Written and Directed by Louise Lowe, The Book of Names tells a tale of espionage, high stakes and a deadly game of historical doublethink, which draws on two 100-year old books: a unique historical ledger which documents in careful detail the names, ages and roles of every employee in Dublin Port, and an intelligence dossier containing names and photographs of potential targets.





DUBLIN PORT HOSTS RSA SHUTTLE BUS

Dublin Port hosted the Road Safety Authority (RSA)'s Shuttle Bus in July, giving port workers a chance to interact with the campaign. On board the Shuttle, port workers could practice their driving and hazard perception skills in state-of-the-art simulators; experience first-hand the dangers of driving and texting and driver fatigue; and try out the brake reaction timer to see how driving environments and speed affect braking distances and learn about tyre safety.

There was an excellent turnout throughout the day, as people tried their hands at all the Shuttle had to offer, with the motorbike and driving simulators proving the most popular attractions.

"We are very excited to have the RSA Shuttle here to coincide with the launch of our new safety initiative, Dublin SafePort," noted Michael McKenna, Dublin Port Harbour Master. "The attendance from all seven terminal operators reflects the cooperation we have had while working on the initiative."



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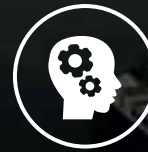
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ARGENTINIAN TALL SHIP ARRIVES IN DUBLIN PORT

The end of July saw one of the world's largest Tall Ships, the 340-foot-long Libertad, welcomed into Dublin Port on a two-day visit to Dublin, where she was open to the public, free of charge, on Saturday, July 30. The Libertad last visited Dublin in November 2019 and is the first tall ship to be open to the public since before the pandemic.

Having arrived from Baltimore, USA, the Libertad then left for Saint Malo, France, as part of its 149-day training voyage to 11 ports across nine countries (Brazil, Santa Lucia, Dominican Republic, Cuba, Mexico, USA, Ireland, France and Spain). Sailing with the crew are four Irish volunteers from the Atlantic Youth Trust. The volunteers boarded while the Libertad was anchored in Killala Bay and they travelled with the ship to Dublin.

Led by Commanding Officer Captain Carlos Schavinsky Trinchero, the Libertad is the Argentinian Navy's sail training ship and travels around the world carrying a message of goodwill. This will be the Libertad's tenth visit to Irish waters since her maiden call in 1968. She subsequently visited the capital in 2012 as part of the Tall Ships festival and again in 2016 as part of her "bicentennial journey" to mark 200 years of Argentinian independence. The 2022 trip included a trip to Foxford in Co. Mayo, the birthplace of Admiral William Brown, founder of the Argentinian Navy, to mark the 245th anniversary of his birth.

"For 75 years, Argentina and Ireland have enjoyed excellent diplomatic relations built on a shared sense of history and a mutual desire to strengthen our cultural, academic and trading ties," said Moira Wilkinson, the Ambassador of Argentina to Ireland. "The arrival of the Libertad reminds us of the deep connection that exists



between our two nations and symbolises the hand of friendship from Argentina to Ireland, and it is fantastic to begin another chapter of Argentinian-Irish relations. For most of the cadets on board, it will be their first visit to Ireland, which means it is a special opportunity to visit the birthplace of Admiral Brown and pay tribute to his service to Argentina and the Argentinian navy.”

Built in the Rio Santiago shipyards in Buenos Aires, the *Libertad* was launched in May 1956. In 1966, she set a record for the fastest crossing of the North Atlantic using only sail propulsion (with a time of eight days and 12 hours) between Cape Race, Canada, and the English Channel – a record that still stands today.



DUBLIN PORT CELEBRATES CULTURE NIGHT

Dublin Port helped to celebrate Culture Night on September 23, 2022.

To mark a century of James Joyce's *Ulysses*, three of Ireland's most innovative arts organisations and practitioners - ANU, Landmark Productions & MoLI - joined together to present *Ulysses 2.2*, a year-long, odyssey of creative, artistic and experimental responses to the 18 episodes of *Ulysses* that chronicle an ordinary day in the life of Leopold Bloom.

On Culture Night, in partnership with Dublin Port, the public joined a selection of the *Ulysses 2.2* artists at The Pumphouse for a series of exclusive in-conversation panels, exploring their creative processes and the experience of taking on one of the most notorious and influential books ever written.

As part of Culture Night, Dublin Port Company also provided walking tours where attendees could explore Dublin Port's rich heritage with Hugh McGuinness from East Wall History Group and Anthony Finnegan, tour guide and former Shore Engineer.



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OPEN HOUSE AT DUBLIN PORT

Dublin Port took part in Open House in October 2022, offering walking tours of Port Centre and the Graving Docks, as the company celebrated its substantial heritage, which dates back to 1707.

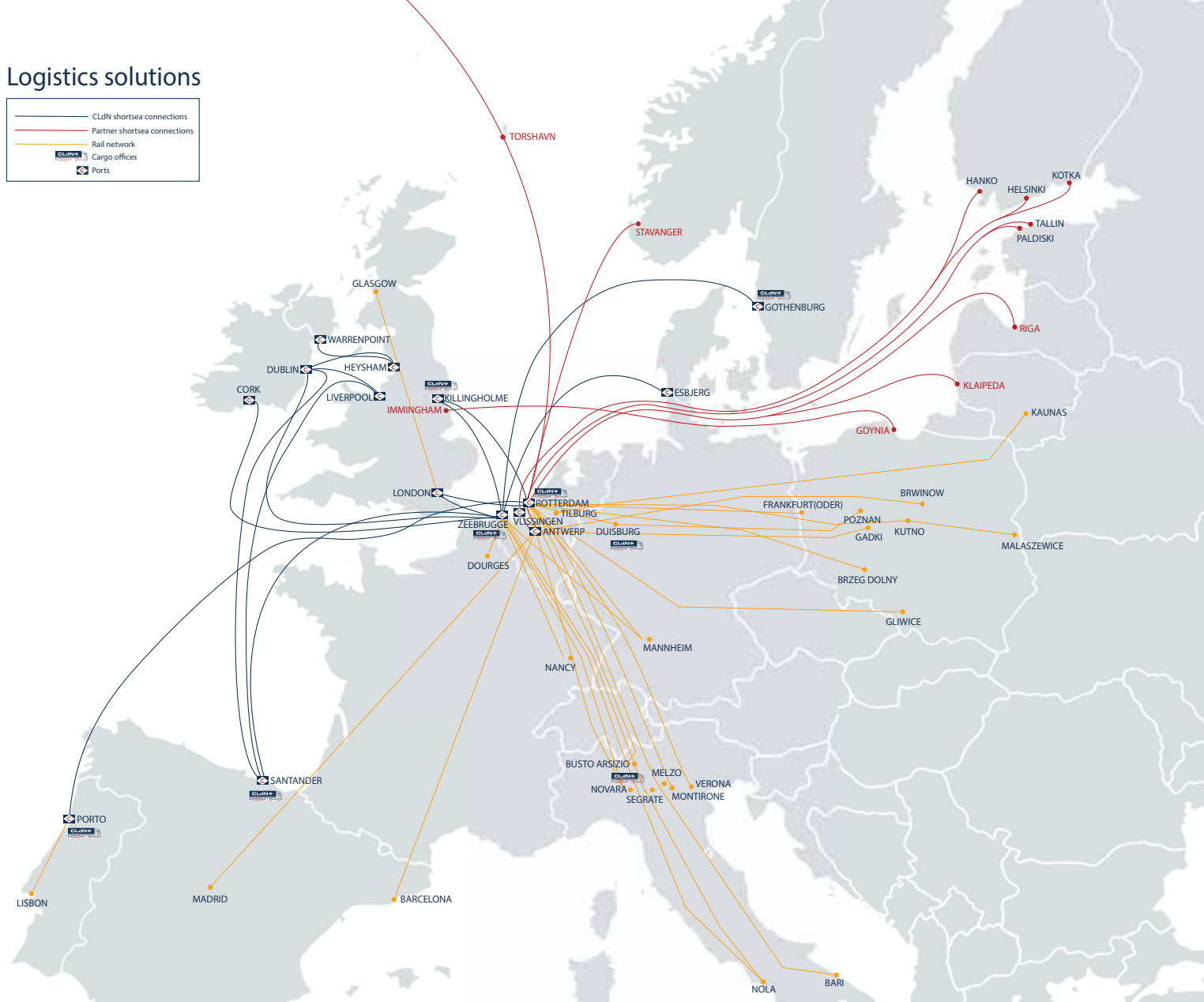
Much of the evolution of communities in the North and East Wall areas is inextricably linked either to the Port itself, or the numerous industries which developed around it.

The railways, shipbuilding, car assembly, timber importers, and coal; these are some of the many businesses that flourished and evolved throughout the Port's history, while much of the early housing stock in the vicinity was built to accommodate the workers in those businesses. From those communities would come significant artists, musicians, writers and poets.

Hugh McGuinness brought attendees on a walking tour from Port Centre on Alexandra Road to the Dublin Port's new Graving Dock Heritage Area, while Tim Darmody conducted a tour around the port precinct and the old electric sub-station.



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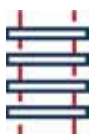


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DUBLIN BOOK FESTIVAL AT DUBLIN PORT

November saw Dublin Port Company supporting the Dublin Book Festival, with a gorgeous mural on the Great South Wall illustrated by Andrew Greaves. Events included Spoken Word at Sea, where attendees stepped aboard the St Bridget and cruised down the Liffey and out into the stunning Dublin Bay in the company of poets Dagogo Hart, Samuel Yakura and Emmet O'Brien.

Adult Storytelling at Sea saw attendees joining renowned storyteller, Niall de Búrca, who has performed on many occasions at Ireland's National Museum of Antiquities and held workshops the National Folk Life Museum. Niall has twice featured at the Hans Christian Andersen Centre in Odense Denmark and at Kronberg Castle in Helsingor where Shakespeare set Hamlet. In 2007, he performed at the EU parliament in Bruxelles to celebrate Irish becoming an official language of the Union.



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- Capital Dredge Programme
- Red Brick Substation & Graving Dock Heritage Works
- Watermain Upgrade Project

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CELEBRATING OUR HERITAGE: BACK HOME TO A WONDERFUL TIME

On December 17, 1922, the last of 57,000 British soldiers to leave Ireland since January 1922 left from Dublin Port on board the SS Arvonian.



To mark the 100 years anniversary of the British Army evacuation, Dublin Port Company presented a series of talks on December 17, a century since the event. A free seminar with East Wall History Group saw talks from South Dublin County Council Historian in Residence Liz Gillis, historian Paul O'Brien and Dublin Port Company Heritage Director, Lar Joye.

On the same day, ANU Productions performed a short piece from 'Back Home to a Wonderful Time' on Berth 18, where the last troop ship left from; the full show will be presented by Dublin Port in 2023.



3FM PROJECT TO DELIVER FINAL ELEMENTS OF MASTERPLAN 2040

BRENDAN CONSIDINE, CAPITAL PROGRAMME DIRECTOR, DUBLIN PORT COMPANY, EXPLAINS EXACTLY WHAT IS INVOLVED IN THE 3FM PROJECT, THE THIRD AND FINAL ELEMENT OF MASTERPLAN 2040.

3FM Project stands for 'Third & Final Masterplan' project and it does what it says on the tin, namely providing the third and final major element of port capacity needed to deliver the objectives of Dublin Port Company's Masterplan 2040. The other two masterplan projects, Alexandra Basin Redevelopment, which is nearing completion, and MP2, which has recently commenced construction, are focused on the North Port, whereas 3FM will be on the Poolbeg Peninsula. That area already houses the greatest cluster of major utility operations in Ireland, with the largest sewage works and the largest waste to energy plant, as well as power stations and the National Oil Reserve.

3FM will be submitted as a Strategic Infrastructure Development application to An Bord Pleanála this summer. Subject to the granting of planning permission, the completed project will bring Dublin Port to its final maximum capacity and will finish a cycle of development that began with the establishment of the first port authority 333 years previously. Dublin Port Company (DPC) has already highlighted that new port facilities will then be needed elsewhere on the east coast to cater for increased port demand post-2040 (www.dublinportpost2040dialogue.ie).

It normally takes in the order of 15 to 20 years to bring a major port infrastructure project from scheme inception through to completion. Whilst the rationale for the 3FM Project is based on the projected capacity requirements in Dublin Port by 2040, its national importance is accentuated by the lack of any projects in other Tier 1 and



**Brendan Considine,
Capital Programme Director,
Dublin Port Company.**

Tier 2 ports to deliver significant additional capacity for Ro-Ro and Lo-Lo in the future. Against this background, a failure by DPC to bring the 3FM Project forward would exacerbate an already evident risk of a national port capacity shortage between now and 2040. This is why 3FM is seen as a project of national strategic importance and why it features in Project Ireland 2040, National Ports Policy, and the National Development Plan.

3FM envisages the development of five parcels of Dublin Port lands on the Poolbeg Peninsula to, firstly, provide a total annual capacity of 12 million tonnes (split equally between Ro-Ro trailers and Lo-Lo containers) and, secondly, to provide infrastructure and facilities to support the objective to re-integrate Dublin Port with Dublin City. To put the tonnage figure in perspective, it is equivalent to three times the current throughput of Rosslare.

The main project components will be :

- A new dedicated 2.2km long Southern Port Access Route (SPAR) to link the North Port/ Dublin Port Tunnel to the Poolbeg Peninsula. This will take heavy goods traffic off the current roads served by the Tom Clarke Bridge by providing a new dedicated route for 3FM port traffic and other heavy goods traffic on the Poolbeg Peninsula, as well as public transport. The SPAR will include a new lifting bridge over the Liffey, to the west of the Tom Clarke Bridge, and will also

have a substantial 'active travel' provision as well as a reservation strip for a future LUAS connection to Poolbeg.

- A new Lo-Lo container terminal (Area N) in front of the Poolbeg Power station. This will be the largest such terminal in the country and will have access to new deeper berthage at the east of the port. This terminal will primarily handle exports and will be linked to an additional terminal yard (Area O) on the south side of the Peninsula which will service Lo-Lo imports. The combined terminal will cover 15 hectares.
- Creation of the new Lo-Lo terminal will then allow relocation there of the existing Lo-Lo container operations (Area K) which are just to the north of the Sean Moore Roundabout. That existing terminal will then be converted to a 12.6 hectares Ro-Ro terminal for the increasing volumes of traffic coming direct from Europe post-Brexit.
- A new 325-metre turning circle for ferries at the eastern end of the port, immediately adjacent to the existing Irish Ferries terminal. This has been the subject of extensive ship simulation modelling and will allow turning of 240-metre long ferries, the largest in class vessels.
- A Sailing & Rowing campus of 1.9 hectares on the south side of the Liffey, known as the 'Maritime Village', which will replace the current much smaller facilities to the east of the MTL terminal. The Maritime Village will provide facilities for a range of users, including sailing and rowing clubs, Sea Scouts, the Nautical Trust and local boat owners. It will include a public plaza and a significantly expanded marina.
- A Port Park and landscaped zone of 2.7 hectares immediately to the east of the Glass Bottle development. This will include all-weather sports surfaces, as well as other facilities such as a 'dog run'.
- Utility Area of 1 hectare adjacent to Port Park - for district heating and local service needs.
- 5.5 kilometres of active travel path/ greenway for pedestrians and cyclists, taking them from North Wall Quay, beside the Point Roundabout, through to Pigeon House Harbour at the heart of the Poolbeg

Peninsula. At North Wall Quay, this will link with the 1.4-kilometre Liffey Tolka active travel route which DPC hopes to commence in 2024. This 1.4-kilometre route will bring pedestrians and cyclists as far as the Tolka Estuary, where they can then connect with the 3.2-kilometre Tolka Estuary Greenway that DPC is currently constructing. Separately, 3FM will also include 3.1 kilometres of new or upgraded footway

DPC has been working on developing and evolving the 3FM design over the last two years - on what is a very large and complex project with multiple stakeholders and interested parties. So as to get feedback on its developing design, we held a first round of public consultation at the end of 2021, and a second round of consultation was held in spring 2023 - as the design became more fully evolved in the lead-up to a planning application to An Bord Pleanála in summer 2023.

If granted planning permission, the 3FM Project will be delivered by way of a series of sub-projects for a number of reasons:

- This is the approach specified in Masterplan 2040.
- The transition of the existing container terminal operations from Area K to the new proposed terminal at Area N and Area O will need to be managed to ensure no loss of overall port throughput capacity. Work on the new Ro-Ro terminal at Area K could not proceed until the new Lo-Lo terminal was fully operational.
- The development of the sailing and rowing campus will need to be completed, so that there is minimal or no disruption to existing activities during construction.
- Parts of the overall project lands of c. 34 hectares will need to be used as construction compounds while works elsewhere are being completed.
- It may be appropriate to defer the planned timings of construction of some sub-projects, depending on the evolution of demand patterns over time.

Taking these factors together, and based on a start date in 2026, the target completion date for the overall project is 2039.

Proposed active travel and Southern Port Access Route on the south side of Liffey Channel.





COMMITMENT TO THE ENVIRONMENT

DUBLIN PORT COMPANY IS HUGEY COMMITTED TO ENSURING ITS ENVIRONMENTAL IMPACT IS MINIMISED, FREQUENTLY GOING BEYOND ITS LEGAL REQUIREMENTS TO ENSURE THE SUSTAINABLE DEVELOPMENT OF THE PORT.

Dublin Port Company (DPC) will release its first Environmental Report in the coming months, which will detail the work DPC has been undertaking to ensure that the sensitive environment in which the Port operates is protected, that all bird, fish and mammal species within

the Port area are not impacted by any Port activities and that air and water quality are constantly monitored.

DPC have long recognised the importance of sustainability and the environment, adopting an Environmental Management System (EMS) long before it was the norm back in October 2007 to manage the environmental impacts associated with Port activities and commit to continued improvements in environmental management. Dublin Port became part of the EcoPorts' network in 2008, and recently renewed its certification through the EcoPorts' environmental management standard (PERS) for the sixth time [see panel on Page 38].

"We take our environmental responsibilities very seriously and continue to implement policies and projects to ensure that we protect the environment within the Port

Monitoring Buoys were deployed between September 2017 and May 2021 in Dublin Bay for the monitoring of dredging activity.





Eamon McElroy, Port Engineer (second from right), with the Dublin Port AIR Team.

area,” explained Eamon McElroy, Port Engineer, who is responsible for environmental management within DPC, overseeing the implementation of the EMS. “At DPC, environmental management is at the heart of everything we do and every decision we make.”

The EcoPorts PERS certified Environmental Management System allows DPC to sustainably carry out operations and activities to the highest environmental standards. “The PERS Environmental Management System provides us with a framework to manage the immediate and long term environmental impacts of our products, services and processes,” Eamon explains. “It means we can minimise our environmental footprint, reduce the risk of pollution incidents and ensures that we are compliant with the latest environmental legislation.”

Environmental management plays a key role in Masterplan 2040, which addresses the key issues around the future development of the Port and highlights the capital projects needed to ensure the Port can handle increased volumes, predicting that Dublin Port will need to facilitate the annual handling of 77 million tonnes by 2040. So far, the implementation of the Masterplan has resulted in three major capital investment projects: Alexandra Basin Redevelopment (ABR) Project, Masterplan 2 (MP2), which includes major works around the Tolka Estuary and the eastern edge of the Port; and the 3FM Project on the Poolbeg Peninsula.

“Environmental considerations are central to the delivery of Masterplan 2040,” explains Eamon. “We are hugely

committed to understanding, appreciating and managing environmental sensitivities associated with the ongoing developments, from the Alexandra Basin Redevelopment Project (ABR) to MP2 and on to the 3FM Project. We undertake rigorous and detailed studies in advance of these projects so we can determine how best to manage and mitigate any potential environmental impacts as a result of the work involved.”

All development projects outlined in the Masterplan are informed by a Strategic Environmental

Assessment (SEA) Environmental Report and a Strategic Natura Impact Statement (sNIS).

“It’s our policy to set clear environmental objectives and targets and we regularly monitor progress against them,” explains Eamon McElroy.

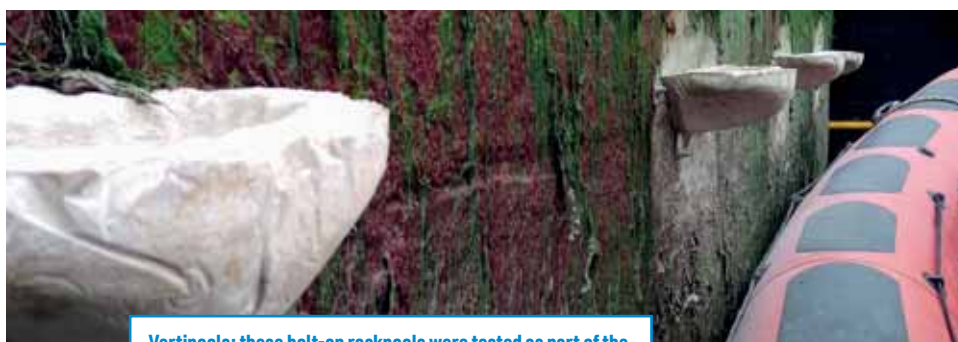
DPC’s targets and objectives are based upon a number of factors, including legal and other requirements, significant environmental aspects and impacts, application of best available techniques, financial constraints, operational and business requirements and the views of all stakeholders, including Port communities and representative groups.



Eamon McElroy, Port Engineer, is responsible for environmental management within Dublin Port Company.

Once established, annual targets and objectives are communicated to managers and staff, and progress is reported to Eamon McElroy on a quarterly basis, and more frequently if required. The current list of objectives and targets includes a commitment to minimise emissions of greenhouse gases and reduce carbon footprint, targeting a

50% energy performance improvement and 50% carbon reduction by 2030, as well as further commitments on areas like noise management, air and water quality, waste management, and biodiversity within the Port estate.



Vertipools: these bolt-on rockpools were tested as part of the Ecostructure project at Dublin Port.



Concrete Fish Habitats and Eco-Tiles were deployed along the Great South Wall and North Bull Wall as part of a UCD study, which tested if eco-engineering units can positively influence the abundance and diversity of fish assemblages.

The forthcoming DPC Environmental Report will detail targets set and progress made in relation to air quality, energy management, climate change, biodiversity and conservation (including birds, marine mammals, benthic ecology and fisheries), water environment, and cultural heritage and marine archaeology.

All work carried out by DPC is permitted by the Environmental Protection Agency via a Dumping at Sea Permit for dredging and Industrial Emissions Directive (IED) Licence for treatment of specific dredge materials. DPC's strong focus on exceeding the environmental management requirements of these permits ensures the highest level of environmental compliance is achieved.

DPC also obtained certification for ISO 50001, the International Energy Management Standard, in December

2016 and highlights energy management best practice through the implementation of this standard throughout DPC operations.

"We are committed to improving our energy performance right across DPC, in order to minimise energy costs, minimise the environmental impact of energy consumption by our facilities and services, and contribute towards achieving national energy efficiency and renewable energy targets," Eamon concludes.



The UCD Eco-Structures Project utilised eco-engineering units, which use natural topography that score highest in terms of their associated biodiversity (species richness). The units are built to engineering standards using low carbon and eco-friendly concrete.

COMMITTED TO ECOPORTS

DPC has been an active member of the EcoPorts network since 2008. EcoPorts is the main environmental initiative of the European port sector. It was initiated by a number of proactive ports in 1997 and has been fully integrated into the European Sea Ports Organisation (ESPO) since 2011. The founding principle of EcoPorts is to create a level playing field on environment through cooperation and sharing of knowledge between ports.

Membership of EcoPorts requires identification of the port's environmental risks using a diagnostic checklist and facilitates certification under the Port Environmental Review System (PERS). PERS is the only port-specific environmental management standard. It incorporates the main general requirements of recognised environmental management standards (e.g. ISO 14001), but also takes into account the specificities of ports. PERS builds upon the policy recommendations of ESPO and gives ports clear objectives to aim for.

"Our PERS certification requires DPC to continually strive to make port operations as sustainable as possible," explains Eamon McIlroy, Port Engineer. "We take our lead in this regard from best practice in European ports and most particularly from our active involvement in the European Sea Ports Organisation (ESPO). Our commitment to achieving high standards of environmental management can be seen by the fact that we have recently secured certification under the PERS Environmental Management System for another two years, the sixth time we have done so."



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DUBLIN PORT SCHOLARSHIP PROGRAMME CELEBRATES 21ST ANNIVERSARY

DUBLIN PORT COMPANY HAS AWARDED MORE THAN €1.2 MILLION IN SCHOLARSHIPS TO HELP LOCAL STUDENTS GAIN ACCESS TO THIRD LEVEL EDUCATION SINCE 2001.

Dublin Port Company recently celebrated 21 years of its Scholarship Programme, making it the longest running education bursary of its kind in the city's Docklands area. It was set up by Dublin Port Company in 2001 to contribute to the community by providing financial support for people to fulfil their potential through education.

Since 2001, the programme has awarded more than €1.2 million to applicants living in the port area, enabling them to progress to third level education.

"Dublin Port Company is extremely proud to have the longest running scholarship programme in the Docklands area," noted Edel Currie, Community Engagement Manager, Dublin Port Company.

"Education scholarship programmes are extremely important to the local community because they would be considered disadvantaged and not everyone has the financial backing to go to third level education. That was the reason why the scholarship programme began 21 years ago."



Mary Lou McDonald TD (centre) with former Scholarship recipient Sibhéal Toner and recent recipient Ben Greene.



Pictured at the Dublin Port Scholarship 21st Anniversary celebration were: Drew Flood, Former Scholarship Recipient; Marie Fitzpatrick, Scholarship Recipient; Edel Currie, Community Engagement Manager, Dublin Port; Cecile Ndeley, Scholarship Recipient; Sibhéal Toner, Former Scholarship Recipient; Mary Lou McDonald TD; Ben Greene, Scholarship Recipient; Lar Joye, Port Heritage Director; Frances Corr; and Jimmy Murray, Irish Nautical Trust.

Professor Patrick Drudy, Emeritus Professor of Economics at Trinity College Dublin, described the programme as “one of the most impressive initiatives I’ve ever been involved in”. He described how providing students with a “little leg-up”, which could mean covering their travel expenses or the cost of books, can make a huge difference.

“The Dublin Port Scholarship meant I was able to afford to go to college,” admits Sibhéal Toner, a previous recipient of the scholarship. “The Port Scholarship enabled me to study law and I don’t think I would have been able to do it, or I would have had to drop out, without it. It gave me a leg-up in life.”

A recent recipient of the Scholarship, Ben Greene, feels that “It encourages people to study to go to third level education.”

Sibhéal agrees: “It lets people explore what they want to do with their lives.”

Yet another recipient, Hannah Goulding, acknowledged how “Being awarded the Port Scholarship enabled me to buy equipment that was specific to my course, studying chemistry, so I was able to get lab equipment and a laptop that enables me to type up my lab reports every day. That kind of support was really beneficial.”

MORE THAN 1,250 BURSARIES AWARDED

With 24 new bursaries granted for 2022, Dublin Port Company has now awarded scholarships to more than 1,250 local recipients, including school leavers and mature learners.

Recipients who might not otherwise have pursued higher education owing to financial difficulty in undertaking further study have since gone on to complete a range of third level courses, including Business Studies, Law, Physiotherapy, Nursing, Chemistry, Architecture, Music, and Sociology. Many of the scholars have completed their studies at leading Irish universities, including Trinity College, UCD and DCU, as well as at colleges in England and Wales.

MILESTONE CELEBRATION

The 21st anniversary was recognised at an event held in The Pumphouse in Dublin Port in November 2022. The occasion brought together scholarship recipients and alumni, and was attended by local community leaders, school and third level representatives, as well as those working in youth outreach.

The occasion also marked the first time for a community event to be held at The Pumphouse. The Pumphouse heritage area in Dublin Port represents a continuation of Dublin Port Company’s Masterplan commitment to integrate

with the city and the community, providing new civic amenity and space for a range of arts, cultural and educational programmes to be announced in the year ahead.

LONGSTANDING SUPPORT FOR EDUCATION IN THE COMMUNITY

Speaking at the event, Michael Sheary, then Acting Chief Executive, Dublin Port Company, emphasised how Dublin Port's Scholarship Programme has made "a lasting and positive contribution to the Port's communities over the past 21 years. By giving people the added encouragement and means to reach their potential through education, each scholarship has not only opened up access to further study, but also the opportunities in life that follow. This is, therefore, not just a milestone year, but a celebration of the community that has made the Scholarship Programme such an enduring success. I am confident that this year's recipients will flourish in their chosen paths in the years ahead."

Michael stressed that "Dublin Port always had a very strong ethos of supporting education and always understood the importance of education in the development of people."

His words were echoed by Sinn Féin President and TD for Dublin Central, Mary Lou McDonald, who also spoke at the event, highlighting how "the image of a port as an access point is so appropriate for an organisation that supports learning in this way."

"This great initiative, this bursary, isn't just a good idea; it's a great idea and I wish it great success for the next 21 years," Mary Lou continued. "Gifting this Scholarship and assisting our young people is how we are going to change and better our country; that's how we are going to meet our potential."

At the event, attendees also learned more about Dublin Port Company's longstanding support for education and lifelong learning in the port community 'from cradle to grave'. This includes the Early Learning Initiative for pre-school children from the inner city at the National College of Ireland, educational materials and tech supports for local primary schools, an art engagement programme for secondary students at Ringsend College, homework club and grinds for English, Irish and Maths in East Wall, Drawing Clubs for both senior citizens and school-going children in Ringsend and East Wall, and a Maritime Skills Training Course and Construction and Retrofitting Skills Training course for people from the Docklands, including the long-term unemployed.

REAL BENEFITS FOR REAL PEOPLE

Edel Currie explained how effective the Scholarship Programme has proved in real terms for those involved:

"We have seen first-hand how the Scholarship Programme has opened both doors and minds to educational opportunities that might otherwise have remained shut. It's hugely rewarding when we learn of the success stories that stem from this small but

Pictured are Cecile Ndeley, Scholarship Recipient, with Edel Currie, Community Engagement Manager, Dublin Port Company.





SUPPORTING THE DEVELOPMENT OF DUBLIN PORT COMPANY

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Pictured are (l-r): Scholarship recipient Cecile Ndeley, former Scholarship recipient Sibhéal Toner, and Scholarship recipient Marie Fitzpatrick.



important springboard that started with a decision by Dublin Port Company to give back to the community 21 years ago. Today, it is the individual scholarship recipients who give back to their community. By bringing home their experiences and success, they are inspiring a new generation to realise their ambition through further learning."

Students from Ringsend College have been among the recipients of the Scholarship since its launch in 2001. Jonathan Walker, Principal of Ringsend College, emphasised the links between the students and Dublin Port: "Every student has a brother, a sister, a mam, a dad, an uncle or a grandparent who has worked in Dublin Port. There aren't that many big organisations that really hire local and invest local in the way that Dublin Port continues to do."

MAKING A REAL IMPACT

The Scholarship and the wider Port/City integration projects undertaken by Dublin Port as part of its Masterplan 2040 have had a real impact. "Dublin Port has opened itself up to the community in a big way," noted Professor Drudy. "It's astonishing what they've done. Community development is a central element in the work of the Port and long may that continue."

Edel Currie encouraged students to apply for the Dublin Port Company Scholarship Programme: "If you're living in the docklands area for a minimum of five years; if you've faced financial difficulties; applying for the scholarship programme is for you. Dublin Port Company are here to support all students within the docklands area going forward."

Applicants to the Scholarship Programme are assessed by an independent panel based on several criteria, including candidates' motivation and commitment, and not solely on academic achievement.

Previous recipients of the Scholarship are also encouraging students to apply. "The application process is quite straightforward," noted Hannah, while Sibhéal argued that "the worst that can come out of it is a 'no' and the best is a helping hand with books, with transport; whatever it is that you need is there, so you might as well take it with both hands."

Indeed, Sibhéal perfectly sums up the value of the Scholarship Programme and the support provided by Dublin Port: "Programmes like this make people want to achieve, to do better, whether they are the first person in their family to sit the Leaving Cert. or the first to go further. These types of programmes allow students to excel."



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18TH CENTURY SEA WALL DISCOVERED AT DUBLIN PORT

The original sea wall once enclosed the eastern and northern sides of newly reclaimed land that would become known as the North Lotts.

CONSERVATION WORK ON THE OLD ESB SUBSTATION IN THE GROUNDS OF PORT CENTRE UNVEILED THE DISCOVERY OF THE ORIGINAL 400-YEAR-OLD SEA WALL.

In October 2022, Dublin Port Company announced the discovery of part of Dublin's original sea wall dating back to the late 1720s, which has never been seen before.

Accompanying this significant archaeological find were dockworker artefacts, including several clay pipes embossed with trade union and political logos, including a Parnell MP pipe thought to be one of the earliest examples of political campaign support merchandise in Ireland. Leather shoe parts belonging to dockworkers have also been recovered for preservation by Dublin Port Company, as well as 19th-century pottery fragments, glass and bone.

This historic discovery was made during project construction works being carried out by Dunwoody & Dobson building contractors on behalf of Dublin Port Company at the former red-brick electricity substation

located near the junction of East Wall Road and Alexandra Road in the grounds of Port Centre.

ROLE OF THE SEA WALL IN DUBLIN'S DEVELOPMENT

The original sea wall once enclosed the eastern and northern sides of newly reclaimed land that would become known as the North Lotts, acting as a polder. As the port extended eastwards away from the city, the sea wall's original purpose became obsolete, and the facing stones of the wall were removed. It is likely that the stones were re-used to construct the three-metre-high boundary wall that defines the port's perimeter today, visible from East Wall Road. It is from this original sea wall that the area known as East Wall derives its name today.

CLAY PIPES REVEAL DOCKWORKERS' POLITICAL IDEOLOGIES

The dockworkers' pipes discovered include a Parnell MP pipe, showing support for Charles Stewart Parnell, who was a Member of Parliament from 1875 to 1891 and leader of the Home Rule and Land League movements. This pipe is a fascinating historical artefact, as it is believed to be one of the first examples of political campaign support merchandise used in this country.



The historic discovery of the original sea wall was made during project construction works being carried out by Dunwoody & Dobson building contractors on behalf of Dublin Port Company.



The dockworkers' pipes discovered include a Parnell MP pipe, showing support for Charles Stewart Parnell.

A number of the pipes bear the mark of the Dublin United Trades Association, which operated from 1863 to 1883 and was one of the first national trade union organisations in the world, pre-dating the British Trade Union Congress by five years. It was succeeded by the Dublin Council of Trade Unions.

understanding of the city's development eastwards, but also the lives and political leanings of dockworkers of the day. We look forward to sharing our discovery and telling these stories when the red-brick Victorian substation opens to the public in early 2023."

NEW PERMANENT DISPLAY & DISTRIBUTED MUSEUM

The story of the 18th century sea wall in the evolution of Dublin Port and the City, and the role of the red-brick substation in the early electrification of Dublin Port, will go on permanent display within the rehabilitated building at Port Centre.

Dublin Port Company's plans for the building include a glass panel feature floor, enabling visitors to view the exposed sea wall that once served to protect the East Wall from flooding.

The modest scaled decorative red-brick substation forms the cornerstone of Port Centre Precinct. While its exact date of construction is unknown, the latest estimates suggest that it was built in the early 1920s. This two-storey, red brick, nearly rectangular shaped building has two formal "show fronts" facing the public roads (East Wall Road and Alexandra Road), with two port hole windows either side of the arched front door, with really nice brickwork and craftsmanship.

The display will become the latest addition to Dublin Port's distributed museum, a key part of Masterplan 2040's strategic objective to integrate the Port with the

AN "INCREDIBLY EXCITING" DISCOVERY

"We have long suspected that part of the original sea wall may have lain beneath the old redbrick substation, which itself is a protected structure," explained Jim Kelleher Head of Special Projects with the Port Heritage & Communications Team. "But it has been incredibly exciting to have those suspicions confirmed, and to see this part of the original 'East Wall' for the first time."

Lar Joye, Port Heritage Director, said, "Between the wall itself and the artefacts uncovered, this represents a significant find by any standard. It not only furthers our

City. When complete, the red-brick substation museum display will be part of a 6.2km cycle and pedestrian route linking Port, maritime and industrial heritage landmarks and vistas from Dublin's Docklands through the Dublin Port estate and overlooking Dublin Bay.

As a multi-functional space, the substation will host a range of small scale events such as lectures and seminars, poetry reading, music recital, intimate experimental theatre performance, a venue for the Dublin Dock Workers' Preservation Society, pop-up café potential, or a teaching/ seminar space.

"While the substation will form part of the distributed museum, the value of a multifunction space is it could also be the perfect venue for a book launch, a board meeting, a piano recital or some other form of intimate cultural event," Jim Kelleher noted.

The largest component of the distributed museum in time will be The Flour Mill. The Arts Council and Dublin Port Company signed a Memorandum of Understanding for the



development of the Flour Mill as an 'Artist Campus and Workspace' and are working together with Grafton Architects on the feasibility study to deliver in the future 5,000 square metres of much needed space for artists in the City.



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PORT SAFETY WEEK A MASSIVE SUCCESS

THE SECOND ANNUAL IRISH PORT SAFETY WEEK PROVED HUGELY SUCCESSFUL IN DUBLIN PORT, WITH A SERIES OF EVENTS TAKING PLACE WITHIN THE PORT ESTATE.

The second annual Port Safety Week took place in October 2022 at Dublin Port, when five days of well-attended safety events provided all Port users with the opportunity to collaborate to improve safety culture in the port sector by sharing experience and knowledge.

This was evident throughout the week, as attendees came from all seven unitised terminal operators: Dublin Ferryport Terminals, Doyle Shipping Group (DSG), Irish Ferries, Peel Ports, Seatruck Ferries, Stena Line and P&O Ferries.

The events at Dublin Port formed part of a wider, countrywide Irish Port Safety Week, as the port authorities of Ireland joined together through the Irish Ports Safety Forum (IPSF) to highlight and enhance collective safety responsibility.

BRENT POPE DELIVERS KEYNOTE TALK ON MENTAL HEALTH

The highlight of the week at Dublin Port was an eye-opening talk on mental health from rugby pundit and activist Brent Pope, where the popular presenter called on people, especially men, to not be afraid to reach out and seek the help that they may need. Pope's talk subsequently inspired an insightful discussion on Newstalk's Lunchtime Live.

While last year's Port Safety Week featured themes such as road safety in the Port, water safety, and safe use of machinery, this year's event also focused on wellness,



Rugby pundit and activist Brent Pope delivered an eye-opening talk on mental health, calling on people, especially men, to not be afraid to reach out and seek the help that they may need.



Me', which documented his own mental health struggles throughout his life. In 2018, he released another book about mental health in sport entitled 'Win', co-written with Jason Brennan. He is also the curator of Outside In Art Gallery, a Dublin-based art gallery for mental health artists. Pope is also involved in several mental health charities and is an ambassador for St Patrick's Hospital's Walk in My Shoes, Cycle Against Suicide, and Rehab's People of the Year Awards.

including the visit of Brent Pope. In the last few years, there has been a shift to include wellness and mental health in discussions around general health, as mental well-being becomes a more widely discussed topic. The positive emphasis on maintaining mental health has grown in recent years and this event provided another example of it becoming more openly addressed.

Pope became involved in the mental health discussion in 2012, following the release of his best-selling autobiography, entitled 'Brent Pope – If You Really Knew





Students from four local primary schools around Dublin Port took part in the Port's Water Safety Colouring Competition, where four talented artists went home with an annual family pass for Dublin Zoo.



COLOURING COMPETITION FOR LOCAL SCHOOLS

Pope's presentation was followed by the arrival of 70 local schoolchildren to the event for the judging and awarding of the prizes for the Port's Water Safety Colouring Competition, and four talented artists went home with an annual family pass for Dublin Zoo, with Brent Pope having helped to decide the winners.

Students from four local primary schools around Dublin Port took part in the colouring competition. Students from St Joseph's Co-Ed, East Wall; St Laurence O'Toole's National School, Sheriff St; and St Patrick's Boys and St Patrick's Girls in Ringsend submitted approximately 460 entries to the competition, with the winner in each category receiving a Dublin Zoo Annual Family Pass. There were 10 runners up, who each received a book voucher.

"It is really heartening to see mental health given such emphasis during Port Safety Week," noted Brent Pope. "While all the other safety elements being discussed are also of huge importance, looking after your happiness and wellbeing is crucial as well. These workers face unique challenges in their occupation, and I was honoured to be asked here today to hopefully equip them with some tools to tackle these challenges."

Michael McKenna, Dublin Port Harbour Master, said, "Brent's talk here today shows how far the conversation on mental health has progressed in recent years. We are delighted to be hosting such an event and helping all of our stakeholders in any way that we can."

The categories were: Junior Infants & Senior Infants, First Class to Third Class, Fourth Class to Sixth Class, and Most Creative Artwork. The winners were: Olivia McGuinness, St Patrick's GNS, Ringsend; Zane Blount, St Patrick's BNS, Ringsend; Nikita from St Laurence O'Toole's National School; and Silas Cahill from St Joseph's Co-Ed.

The theme of the competition was Water Safety. Artists were asked to spot two items in a drawing depicting a typical day at Dublin Port, which featured Poolbeg Lighthouse, the pilot boat DPC Tolka, a tug, a ferry, and a buoy.

"We were delighted to receive so many brilliant entries for our colouring competition," revealed Edel Currie, Dublin

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From the Pumphouse heritage area on Alexandra Road, attendees were able to take part in a variety of simulation experiences, talks, and training exercises.



From the Pumphouse heritage area on Alexandra Road, attendees were able to take part in a variety of simulation experiences, talks, and training exercises, including

Port Community Engagement Manager. “Teaching the younger members of the communities living near the Port about safety, and water safety in particular, is very important and we thought that this would be a fun way to engage with them on this topic.”

SIMULATION EXPERIENCES

The week also saw Dublin Fire Brigade teams from Phibsborough and Tara Street Units, along with Dun Laoghaire RNLI, Irish Coast Guard Howth Unit, An Garda Síochána Garda Water Unit Santry, and Stephen Higgins, Station Officer, Marine Rescue Coordination Centre (MRCC) Unit, teaming up with Dublin Port Company in a safety exercise that simulated a man overboard incident.

A safety exercise simulating a man overboard incident saw Dublin Fire Brigade teams from Phibsborough and Tara Street Units, along with Dun Laoghaire RNLI, Irish Coast Guard Howth Unit, An Garda Síochána Garda Water Unit Santry, and Stephen Higgins, Station Officer, Marine Rescue Coordination Centre, teaming up with Dublin Port Company.



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FLOOD DEFENSE PROJECTS, ENVIRONMENT & TRANSPORTATION DEPARTMENT



NEW SPEED LIMITS IN THE PORT

Focusing on the theme of safety, the week also saw the unveiling of new speed limits, signage and road markings throughout the Port as part of its SafePort initiative, which saw the speed limits in the north port road network change from 50km/h to 40km/h, as well as announcing the alignment of the speed limits within the seven unitised terminals to 20km/h.

“Following the success of last year, despite the challenges presented by the pandemic, we were determined to come back this year and do Port Safety Week bigger and better again,” summed up Michael McKenna. “We have been delighted throughout the week at the buy-in and enthusiasm that has been shown by all of our stakeholders for this event, and a massive congratulations must go to everyone from Dublin Port and across the terminals who did such incredible work behind the scenes to make this happen.”



a ‘Changing Culture’ presentation from JMJ, a HGV simulator, fire awareness training from First Point Safety, CPR training from Doyle Shipping Group and a ‘Hands For Life’ talk from the Irish Heart Foundation. Maggie Dunne also ran three yoga sessions throughout the week, while DSG, Peel Port, P&O Ferries, and Irish Ferries/DFT gave individual presentations. Manguard Plus held a talk on home safety and security which is a very important topic to us. A huge thank you to Manguard Plus for sponsoring this year’s Irish Port Safety Week at Dublin Port.

The Road Safety Authority Ireland Shuttle Bus was back again for Irish Port Safety Week, where attendees were able to enjoy the immersive experience of the Road Safety Interactive Unit, where they experienced the virtual reality of many different vehicles.





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MAJOR ROAD PROJECT COMPLETED

THE PROMENADE ROAD EXTENSION PROJECT WAS THE LARGEST SINGLE PART OF DUBLIN PORT COMPANY'S EXTENSIVE INTERNAL ROADS PROJECT, CREATING A TWO-LANE INBOUND ROAD OVERLOOKING THE TOLKA ESTUARY.

January 2022 saw the opening of the Promenade Road Extension within Dublin Port, the biggest single part of the Internal Roads Project, a three-year capital project which involves the creation and upgrading of nearly four kilometres of road within the Port area.

The Promenade Road Extension involved the creation of a major new road artery, a one-way, two-lane road, plus connecting roads, on the north side of the Port along the Tolka Estuary, providing a more direct route from the Dublin Port Tunnel to the Ro-Ro terminals at the east of the Port, relieving pressure on Tolka Quay Road, which previously served this area. It also saw the creation of a seven-lane traffic stacking area at the east of the Port, upstream of a new combined series of check-in booths for all outbound Irish Ferries and Stena Line traffic.

"In essence, we created a dual carriageway that will take all the inbound passenger ferry terminal traffic away from the rest of Port business," explains Bryan Bellew, Programme Management Office, Dublin Port Company. "We've created a 300-metre, seven lane entrance, which allows just over two kilometres of queuing, at the end of it. We are keeping RoRo car traffic largely away from the rest of the Port and we have the capacity to queue traffic when we need it."

The new road improves safety for port users and is one of the measures that will allow Dublin Port Company to deliver its Masterplan 2040.

THE BREXIT EFFECT

The project also delivered a comprehensive response to the challenges presented by Brexit - through the development of new customs facilities and alterations to port passenger and roll-on, roll-off terminals - which forced a reassessment of the Port's needs in 2018.

"Brexit changed priorities within the construction programme," Bryan describes. "Brexit effectively brought forward junction changes that were required for access to the various state services yards."

The finished project features large capacity junctions and associated civil engineering works, including a new access route. Enhanced pedestrian and cycle facilities, including a greenway along the Dublin Bay Biosphere, are also being provided to encourage a sustainable modal shift.

Dublin Port Company engaged Roughan O'Donovan (ROD) as consulting engineers, with enabling works carried out by SIAC and the main works by Kilwex. Given the close proximity of Dublin Bay Biosphere to the port, assembling a multidisciplinary design team that understood the environmental sensitivities of the project was critical. The design team included ROD's ecological and environmental teams, Redscape, Austen Associates, Hugh Munro and James Wark, M&E Consultants, Cundall and Thermalmage public lighting, and Byrne Ó Cléirigh COMAH specialists.





The project included the creation of a seven-lane traffic stacking area at the east of the Port, upstream of a new combined series of check-in booths for all outbound Irish Ferries and Stena Line traffic.

DESIGN CHALLENGES

The project presented numerous challenges for the design team. These included reclaimed and contaminated ground conditions, critical traffic management requirements, multiple Seveso sites, and the significant environmental constraints posed by the adjacent Dublin Bay Biosphere. Brexit compounded these challenges, particularly as its consequences for the project only became apparent during the main construction contract.

The project inception began in 2014, with full planning approval following two years later. Before the main contract could begin, however, there were extensive enabling works during 2017 and 2018 due to poor ground conditions on the site.

“All of this area was infilled at some point in the distant past, so to avoid settlement we effectively placed 12,000 cubic metres of imported material on top of the existing ground before construction of the road,” Bryan reveals.

The enabling works also included the construction of boundaries, in compliance with the COMAH Regulations around the fuel terminals, as they are known as Seveso sites, covered by the Seveso Directive.

Main contract work began on site in January 2019, and was completed in November 2022. The project has resulted in:

- Promenade Road Extension itself, an 800m long two-lane road;
- Terminal Road North: a new 300m, seven-lane truck queuing area for the roll-on / roll-off check-in booths;
- A new 170m connection between Promenade Road and Tolka Quay Road (Breakwater Road North);
- Replacement of storm water interceptors (7m deep);
- Provision of civil works for a significant section of the Greenway cycle and pedestrian route along the Tolka Estuary;
- Major junction improvements.

“The new section of road is 800 metres in length, but the project also incorporated the reconstruction of a sizeable section of existing road, bringing it to almost 1.5km in total, including the seven-lane queuing area at Terminal Road North,” Bryan reveals.

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DIVERSION OF MAJOR UTILITIES

Another big challenge on-site involved the diversion of major utilities, including the ESB HV 220kv cable system and the Port's internal firefighting system.

The main ESB crossing from the south side of the Liffey is in Dublin Port, with the cabling travelling beneath the river and emerging around Breakwater Road.

"In the area where we were working, there was an issue around the amount of cover over this vital piece of infrastructure," Bryan explains. "Initially, it wasn't anticipated that they would have to relay that HV 220kv cable, but that is what happened, and works were delayed until that was complete."

There is also a major internal firefighting provision within the Port estate, particularly around fuel depots, where a 500mm steel pipe carries saltwater at pressures of 16-bar. The project required the relocation of circa 600m of the fire main underground, which was effectively managed without interruption to fire-fighting facilities.

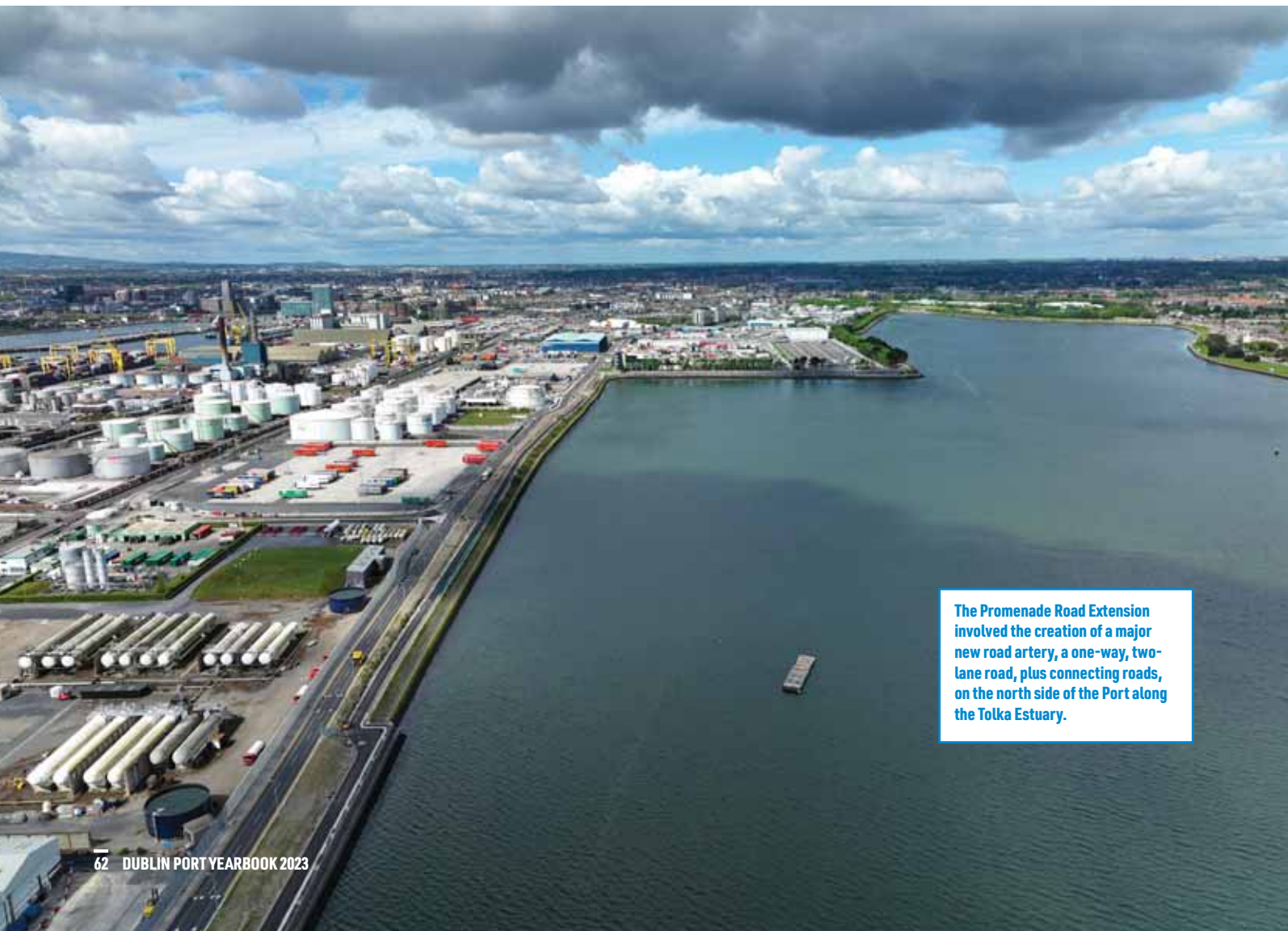
"This pipe system carries saltwater at very high pressure so we can deliver extreme volumes of water in the event of an incident, and we had to relocate a section of that as part of this project," says Bryan.

The project also saw the replacement of above ground storm water interceptors on Terminal Road to add an extra layer of protection to the sensitive biosphere. "Drainage is always challenging within the Port estate, because we are restricted in where we can discharge because we are surrounded by a Special Area of Conservation," Bryan reveals. "One of the solutions was the construction of massive interceptor tanks on Terminal Road, which are seven metres deep."

The other unforeseen impact on the project delivery came in the shape of Covid-19. When the first lockdown came into effect in spring 2020, all work on the project ground to a halt. The project was designated a critical infrastructure project, however, and work recommenced on-site but, as Bryan explains, delays were still inevitable: "It suffered from supply chain constraints, which slowed down the rate of work."

ENSURING THE PORT REMAINED OPEN FOR BUSINESS

The number one priority during any major infrastructure project within Dublin Port is to ensure it doesn't affect the day-to-day operation of Ireland's busiest port. An essential component of the project was the effective maintenance of traffic flow, to and from port terminals, throughout all stages of construction.



The Promenade Road Extension involved the creation of a major new road artery, a one-way, two-lane road, plus connecting roads, on the north side of the Port along the Tolka Estuary.

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The Promenade Road Extension improves safety for port users and provides Dublin Port Company with the capacity to deliver its Masterplan 2040.

“There are things you might do in another project that you can’t do here because you have to keep traffic flowing in and out of the Port at all times. That is what we are here for,” he smiles. “This was the biggest single part of the Internal Roads Project. The other projects involved enhancing existing junctions, but this project involved the development of a completely new road and new queuing capacity, which created new direct access from the Port Tunnel, bypassing the rest of the Port, to the ferry terminals, ensuring ferry traffic flows as quickly and safely as possible. It also relieves traffic on Tolka Quay Road and has allowed for the reconstruction of footpaths to provide improved pedestrian access.”

The project also included significant elements of civil works for the Tolka Estuary Greenway, a 3.2km cycle and pedestrian route along the northern perimeter of Dublin Port overlooking the Tolka Estuary. “A large section has now been built and is ready for landscaping and completion works to begin,” Bryan notes. “However, significant work still remains to complete the balance of the Greenway, including further sections to connect with Eastpoint, landscaping and the development of viewing points, but much of the heavy work is done through Promenade and Terminal Road.”

The project involved the removal of existing trees to enable works to be carried out, but these are being replanted, thus providing a natural screen along the Greenway, separating it from the road. When completed, the Greenway will provide not only a new public amenity but also a safe route for cyclists to access the passenger

terminals etc., as well as significant rock armouring to protect against coastal erosion.

SUSTAINABILITY AND SOCIAL RESPONSIBILITY

Sustainability and social responsibility informed key elements of the project, including:

- Effectively maintaining and expanding port capacity throughout the Brexit transition period and beyond;
- Enhancing transportation infrastructure within the Port;
- Introducing sustainable transport modes at the heart of the Port;
- Port/City integration is a key tenet of Masterplan 2040, and is a key component in all projects carried out within the Port estate;
- Protecting and enhancing the environment for the vulnerable ecosystem of Dublin Bay Special Area of Conservation (SAC).

The entire project formed part of Dublin Port Company’s Masterplan 2040, which anticipates that throughput figures will more than double between 2014 and 2040.

“It is now a much safer road than we had previously,” Bryan concludes. “It has made it easier for Port users to get to ferry terminals and reduced traffic pressure on other elements of the Port. And it has provided us with the expansion capacity for future growth, as per Masterplan 2040.”



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DUBLIN PORT SUPPORTS FILM ON LEGENDARY POET



DUBLIN PORT COMPANY WAS ONE OF THE SPONSORS OF A RENOWNED DOCUMENTARY ABOUT ONE OF OUR CAPITAL CITY'S GREAT CHARACTERS, POET PAT INGOLDSBY.

For generations of Dubliners, Pat Ingoldsby epitomises the city's humour, its wit, its unwillingness to conform to what others expect it to be. Just like Pat himself.

Those of us who remember the 1980s grew up with Pat's face a regular fixture in our living rooms, via his years presenting iconic children's programmes on RTE, like Pat's Hat, Pat's Chat and Pat's Pals. A renowned playwright and newspaper columnist, he is also a formidable and prolific poet, and was a regular sight on the streets of the city, where he sold his poetry and short story collections, most notably outside the Bank of Ireland at the junction of College Green and Westmoreland Street, where he was almost a permanent feature for decades.

Film Director Seamus Murphy set out to capture the essence of the man in the 2022 documentary, The

Peculiar Sensation of Being Pat Ingoldsby, which was part-funded by Dublin Port Company, along with Screen Ireland and MoLI (Museum of Literature Ireland).

Seamus Murphy's curious camera roams inside the unique world of the cult Irish writer. Pat's poems and candid anecdotes bear witness to a visceral relationship with his beloved Dublin, fellow Dubliners and anything that catches his interest.

"This is certainly a film led by Seamus' engagement with Pat's poetry and with Dublin City," notes producer Tom Burke of Broadstone Films. In the film, the trailblazing poet slices through artifice and pomposity with humour and imagination, and reveals the heart of the man behind the maverick

SUPPORTING ARTISTIC ENDEAVOURS

Seamus was already working with Dublin Port Company on a photographic exhibition, so he knew the company was open to supporting artistic endeavours that involved the city and Port in some way.

"I was working with Lar [Joye, Heritage Director, Dublin Port] on a photo exhibition and I joined him one evening for

a talk he was giving on Dublin Bay, the marine engineering of the Bull Wall and all sorts of other fascinating things about the Bay and its history," Seamus recalls. "It suddenly made me think about Pat Ingoldsby, who I was already making a film about with Tom Burke. Pat had grown up in Malahide and had subsequently lived in Clontarf, beside the bay opposite the Port for many years. He had written lyrically and wonderfully about the waters surrounding Dublin. Straight after his talk, I discussed with Lar the possibility of the Port being involved somehow in the film. Pat is in many ways seen by Dubliners as their own voice: unpretentious, funny, and worldly-wise.

"And like every Dubliner I have ever met, Lar loved Pat and his Dublin persona. He immediately saw the connection between Dublin Port and what it represents, and a film about a hard-working and highly maverick Dubliner."

His views are echoed by Tom Burke, who believes that the film "was a good fit thematically for the Port and Lar and his team understood this from the beginning. There were many natural sympathies here between Pat, the film and the Port itself. Like myself, Pat grew up near the village green in Malahide and so the sea is something that runs through much of his poetry. Boats, slipways, tides, storms, ferrymen - these all feature again and again. In real life, and in the film, Pat will often return to the sea when he needs to settle his compass and take stock."

FINANCIAL SUPPORT FROM DUBLIN PORT COMPANY

The financial support of Dublin Port was a critical element of making the finished film as good as it could be, as Seamus explains. "We were working on an extremely tight budget but Tom and I swore we would only make the film if we could make it with the same level of artistry that was so apparent in Pat's poetry. We could donate our own extra time and skills to the film beyond the bottom line of the official budget, but we needed to pay for extras such as the music licences for the pitch-perfect music soundtrack our editor had sourced. Even tracking down the small independent musicians he had discovered meant paying someone to research and follow-up. So the extra funding from Dublin Port helped us finesse the film to the level we wanted, and for which the film greatly benefits. MoLI also helped in this regard, and were timely in responding when needed."

Sourcing financial support for this kind of artistic endeavour isn't always easy, as both Tom and Seamus admit.

"The early support from Dublin Port has been crucial in many ways," reveals Tom. While Screen Ireland were the main funder, providing "both financial but also creative support", they are also keen to see the film team seek funding elsewhere and build other partnerships, Tom notes.

"Dublin Port's early support of the film acted as a strong vote of confidence from a third party which, along with

Pat Ingoldsby was a regular fixture on television screens throughout the 1980s.





Pat Ingoldsby grew up in Malahide and subsequently lived in Clontarf, and wrote often about the waters surrounding Dublin.

support from MoLI, helped to convince Screen Ireland that there was an audience for this film,” the producer states. “Funding cycles can sometimes be necessarily slow, but documentary filmmaking must sometimes be reactive - things are happening and you have to get shooting. Dublin Port were there at crucial moments when the cameras had to roll so that key parts of the story were not missed.”

Unless you are working in the mainstream, funding for art projects often needs multiple sources of support, Seamus contends. Additional funding at key stages “will often allow the final touches to a project that really makes it sing, and compete in a tough environment. *The Peculiar Sensation of Being Pat Ingoldsby* had a cinema release in Ireland the same week that Hollywood blockbusters and big budget art films were screening. We weren’t trying to equal their appeal,” he confesses, noting how that would have been “impossible to do with our resources and not what the film is about. But cinema-goers have a choice and so your film has to be as accomplished as it can be”.

Seamus also points to the “post-Covid malaise” currently facing cinemas, when two years of pandemic habits have seen audiences become increasingly accustomed to streaming films at home rather than indulging in the big-screen experience: “You have to make your vision as good as it can be. So the extra sponsorship from Dublin Port was crucial in allowing us to make the film we wanted to make.”

Tom is keen to praise Dublin Port Company for the way in which their support worked: “The discrete and timely funding from Dublin Port is crucial as it is not necessarily tied to any particular output or timeframe. It is an investment in the film and the team behind the film, based on a belief that good things will come. There are no constraints or demands connected to their funding beyond that a film is made and put out into the world. In Lar Joye and his team, we have a classical model of arts patronage which is to be celebrated.”

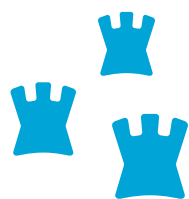
WONDERFUL REACTION

The resulting film, *The Peculiar Sensation of Being Pat Ingoldsby*, received a cinema release in November 2022 and was extremely well received, with the Sunday Independent describing it as “an elegant portrait of Dublin’s great literary outsider”, while Hot Press complimented the “poet’s insights into love, shame and the power of art”. The film was on the Official Selection for the Virgin Media Dublin International Film Festival, the IFI Documentary Festival 2022 and Docs Ireland 2022.

“It’s got a great reaction,” says Seamus. “The media got behind it with glowing reviews that really appreciated the way we told Pat’s story, and seeing value in the film as a chance to capture and celebrate one of Ireland’s unsung greats. After screenings, there are always outpourings of emotions; so many people have such a warm, personal connection with Pat from his TV and radio days, from reading his poetry or from meeting or knowing him. So catching him in time, just before he stopped selling his books on the street and disappearing publicly and releasing the film in his lifetime, became a mission of sorts. We think we ended up making a special Dublin film that documents one of her finest and that will stand the test of time.”

Tom agrees, noting how the film is “in the middle of a very positive journey. It has played strongly at Irish festivals in 2022 and was released commercially in Irish cinemas at the end of that year, where it performed very well indeed. The critical reaction has been universally positive. Most importantly, Pat himself is thrilled with the film and considers the whole enterprise worthy of the time he spent collaborating on it. In 2023, we expect to play at international film festivals and perhaps on a well-known national broadcaster.”

The Peculiar Sensation of Being Pat Ingoldsby is directed by Seamus Murphy, and produced by Tom Burke for Broadstone Films. Released by Breakout Pictures.



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



Dugthailte
Bhaile Átha Cliath

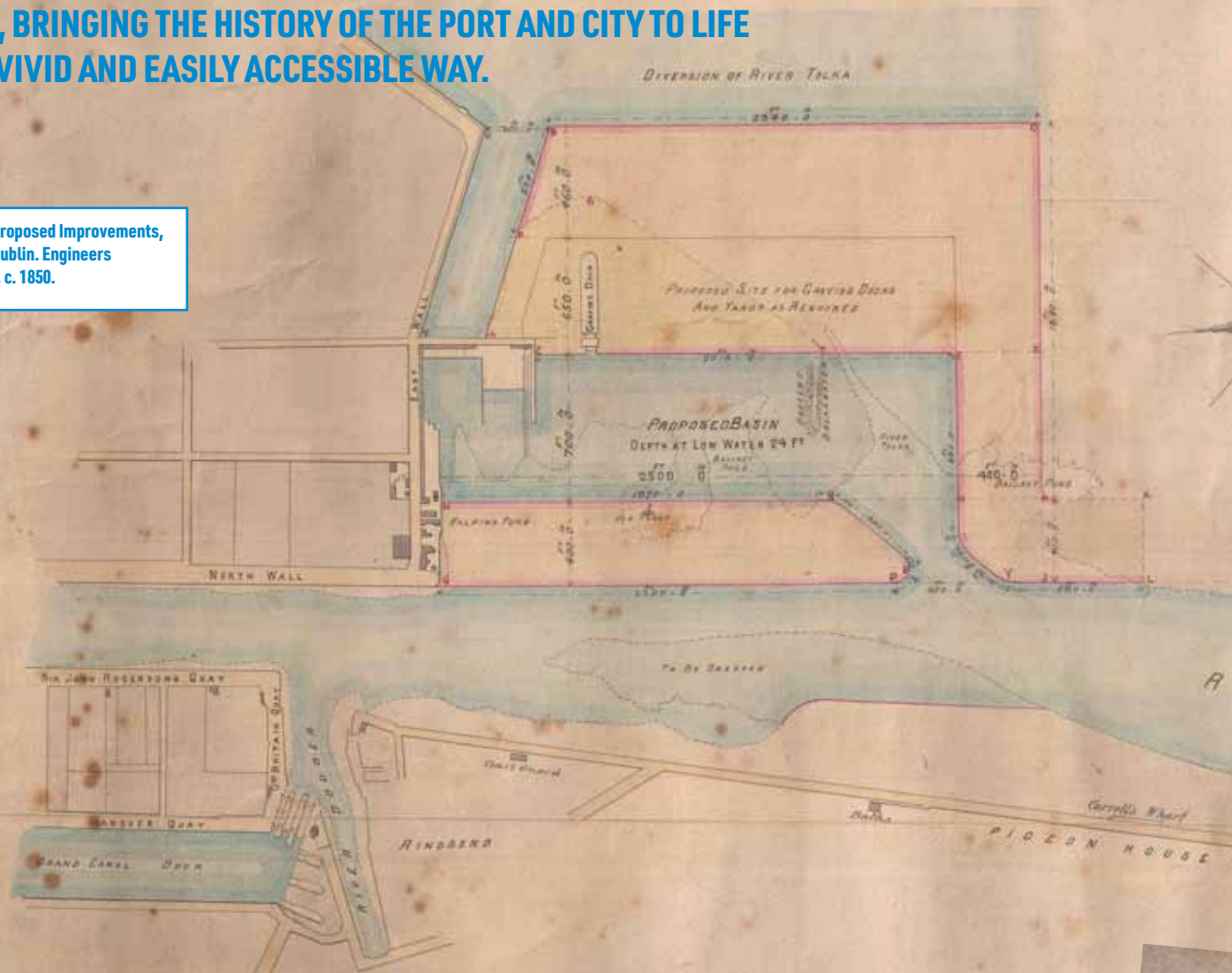
Dublin
Docklands

Dublin Docklands, Dublin City Council,
Custom House Quay, Docklands, Dublin 1

DIGITAL ARCHIVE GOES LIVE

DUBLIN PORT'S DIGITAL ARCHIVE WENT LIVE IN AUGUST 2022, BRINGING THE HISTORY OF THE PORT AND CITY TO LIFE IN A VIVID AND EASILY ACCESSIBLE WAY.

Plan of Proposed Improvements,
Port of Dublin. Engineers
drawing, c. 1850.

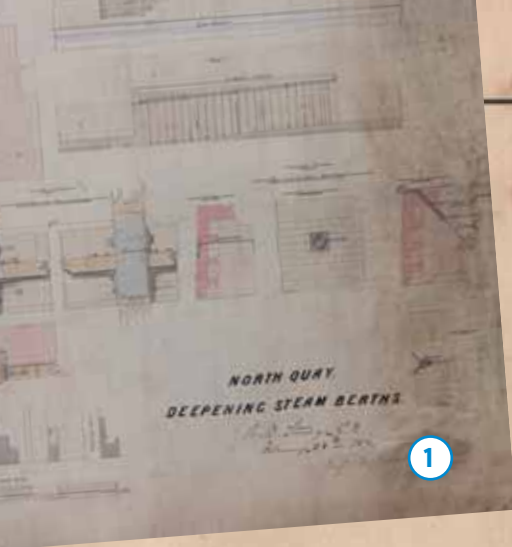


The Dublin Port Archive covers the history of the Port from 1707, offering a unique insight into how Dublin Port shaped Dublin City. The Archive is comprised of 75,000 photographs, 30,000 engineering drawings, 600 historical registers, yearbooks dating back to 1926, along with a 'Name Book' for employees from 1906 to 1925.

Dublin Port Company's Heritage Director, Lar Joye, spent much of his first year in the job surveying the collection to try to get a handle on exactly what was there.

"Having worked in archive museums for more than 20 years, it is actually a very similar experience when you try to take control of a collection," he explains. "It may have been neglected; it may not have had a full-time member of staff looking after it previously."

He likens the process of studying an archive to "going into your grandparents' attic and finding stories from your family's history; you are essentially peering into a vast room full of musty photographs and registers."



1

PORT OF DUBLIN

PLAN OF PROPOSED IMPROVEMENTS

These centuries of port development left a fair amount of archive material. Luckily, Dublin Port Company's predecessors preserved a wide range of design drawings, plans and other documents related to port improvements and maintenance.

The engineering drawings collection is comprised of over 30,000 items, which offer a unique insight into how Dublin Port shaped Dublin City. "These 30,000 engineering drawings have been preserved and saved by the engineering department," Lar notes. "It's an amazing collection to have, as it covers over 300 years of development and expansion of the city."

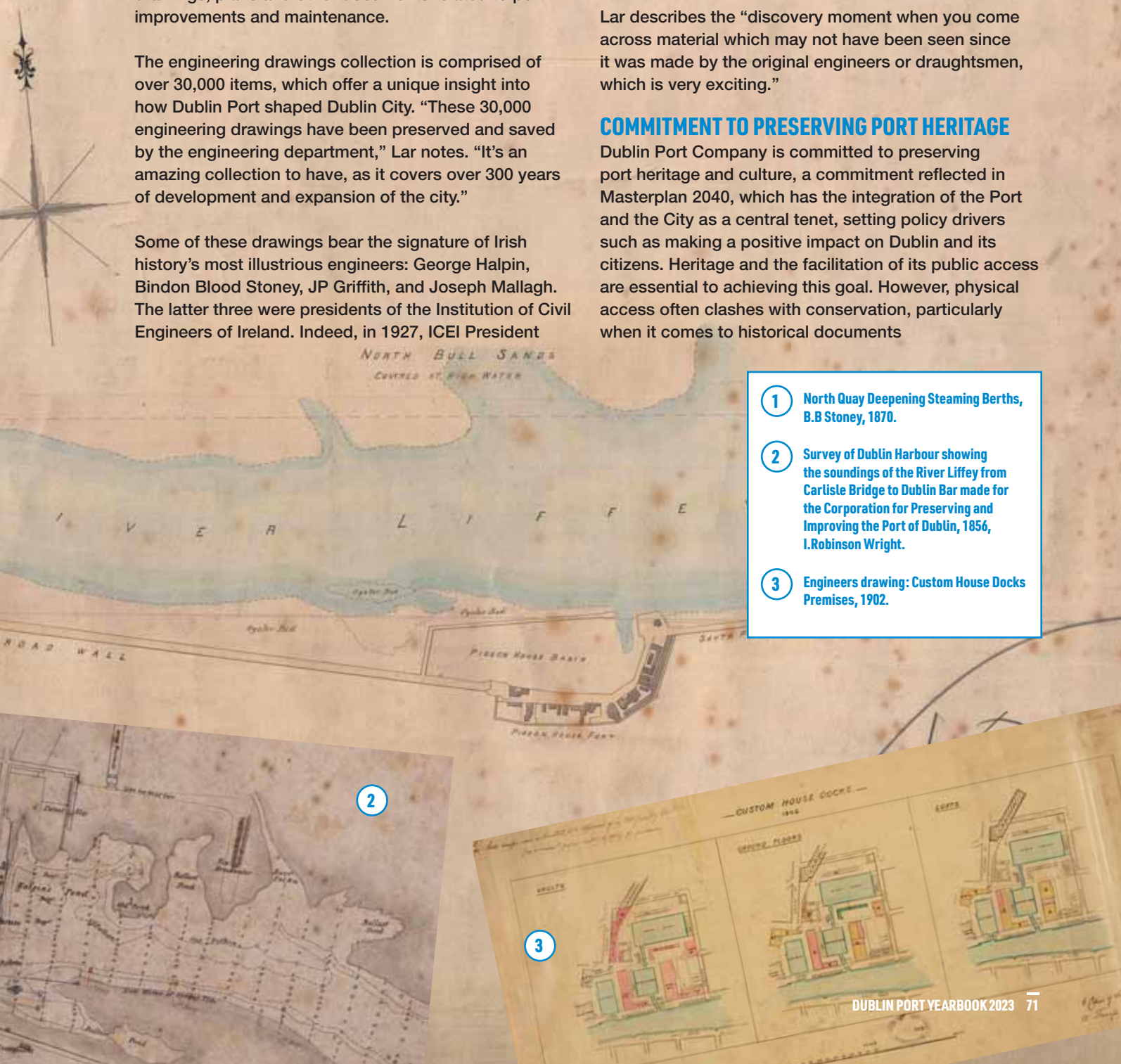
Some of these drawings bear the signature of Irish history's most illustrious engineers: George Halpin, Bindon Blood Stoney, JP Griffith, and Joseph Mallagh. The latter three were presidents of the Institution of Civil Engineers of Ireland. Indeed, in 1927, ICEI President

Alfred Delap described the Port as the best example of the progress of Irish engineering. It certainly is a collection of national importance.

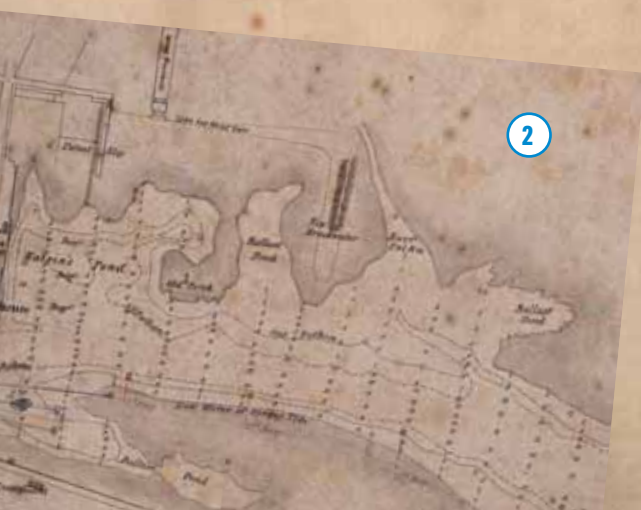
Lar describes the "discovery moment when you come across material which may not have been seen since it was made by the original engineers or draughtsmen, which is very exciting."

COMMITMENT TO PRESERVING PORT HERITAGE

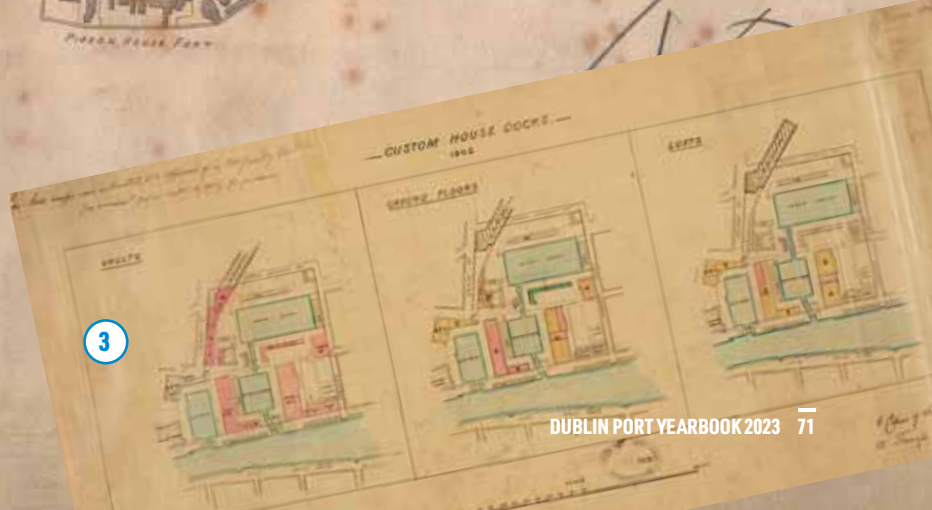
Dublin Port Company is committed to preserving port heritage and culture, a commitment reflected in Masterplan 2040, which has the integration of the Port and the City as a central tenet, setting policy drivers such as making a positive impact on Dublin and its citizens. Heritage and the facilitation of its public access are essential to achieving this goal. However, physical access often clashes with conservation, particularly when it comes to historical documents



- 1 North Quay Deepening Steaming Berths, B.B Stoney, 1870.
- 2 Survey of Dublin Harbour showing the soundings of the River Liffey from Carlisle Bridge to Dublin Bar made for the Corporation for Preserving and Improving the Port of Dublin, 1856, I.Robinson Wright.
- 3 Engineers drawing: Custom House Docks Premises, 1902.



2



3



A

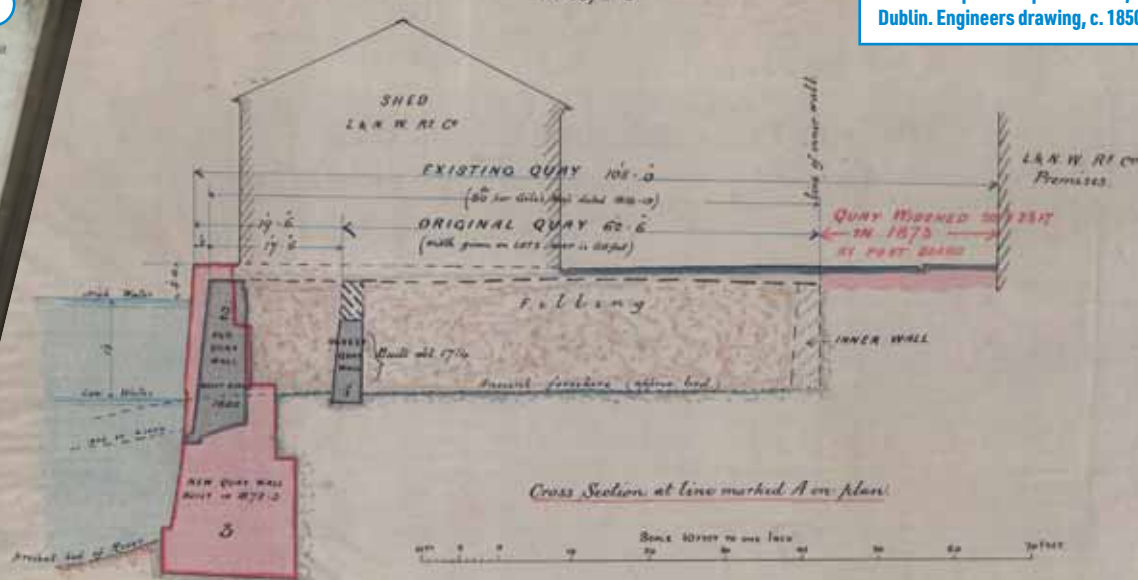
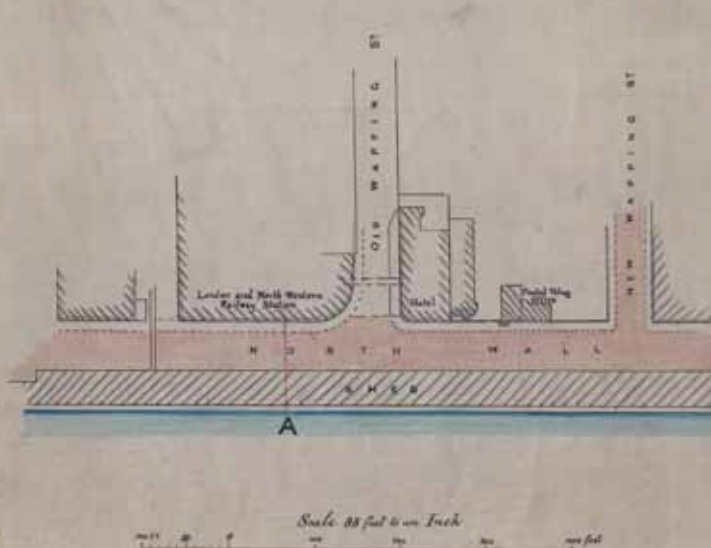
Thomas Ligonier with
M. W. Jones

1712

3

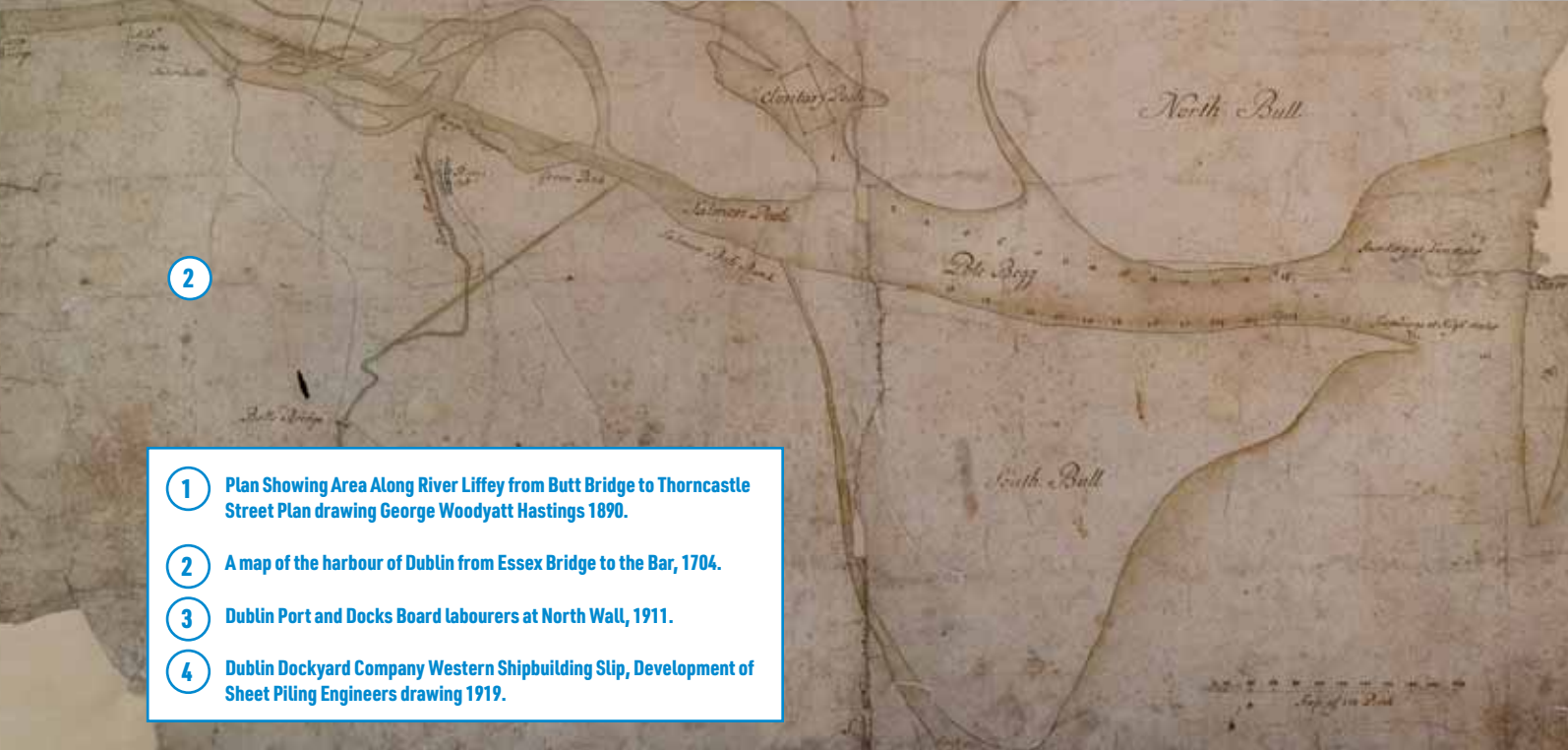
I do hereby sell and convey unto the said M. W. Jones
all that certain piece of land

Cross Section of North Wall Quay
— shewing —
Positions of Old Quay Walls
Exposed during reconstruction of Quay
in 1872-3

[illegible]

4 Weekly report of police superintendent, 7th August 1913, removed goods.

Map of the Harbour of Dublin from Essex Bridge to the Barr 1704.



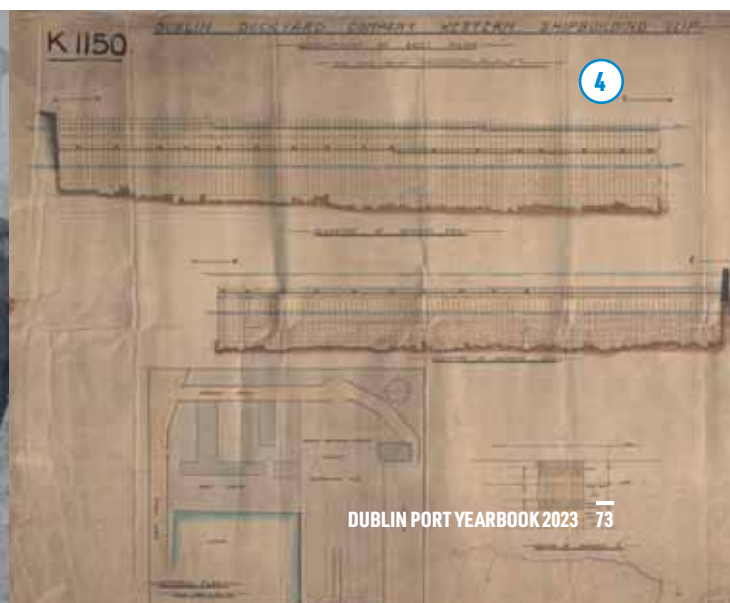
- 1 Plan Showing Area Along River Liffey from Butt Bridge to Thorncastle Street Plan drawing George Woodyatt Hastings 1890.
- 2 A map of the harbour of Dublin from Essex Bridge to the Bar, 1704.
- 3 Dublin Port and Docks Board labourers at North Wall, 1911.
- 4 Dublin Dockyard Company Western Shipbuilding Slip, Development of Sheet Piling Engineers drawing 1919.

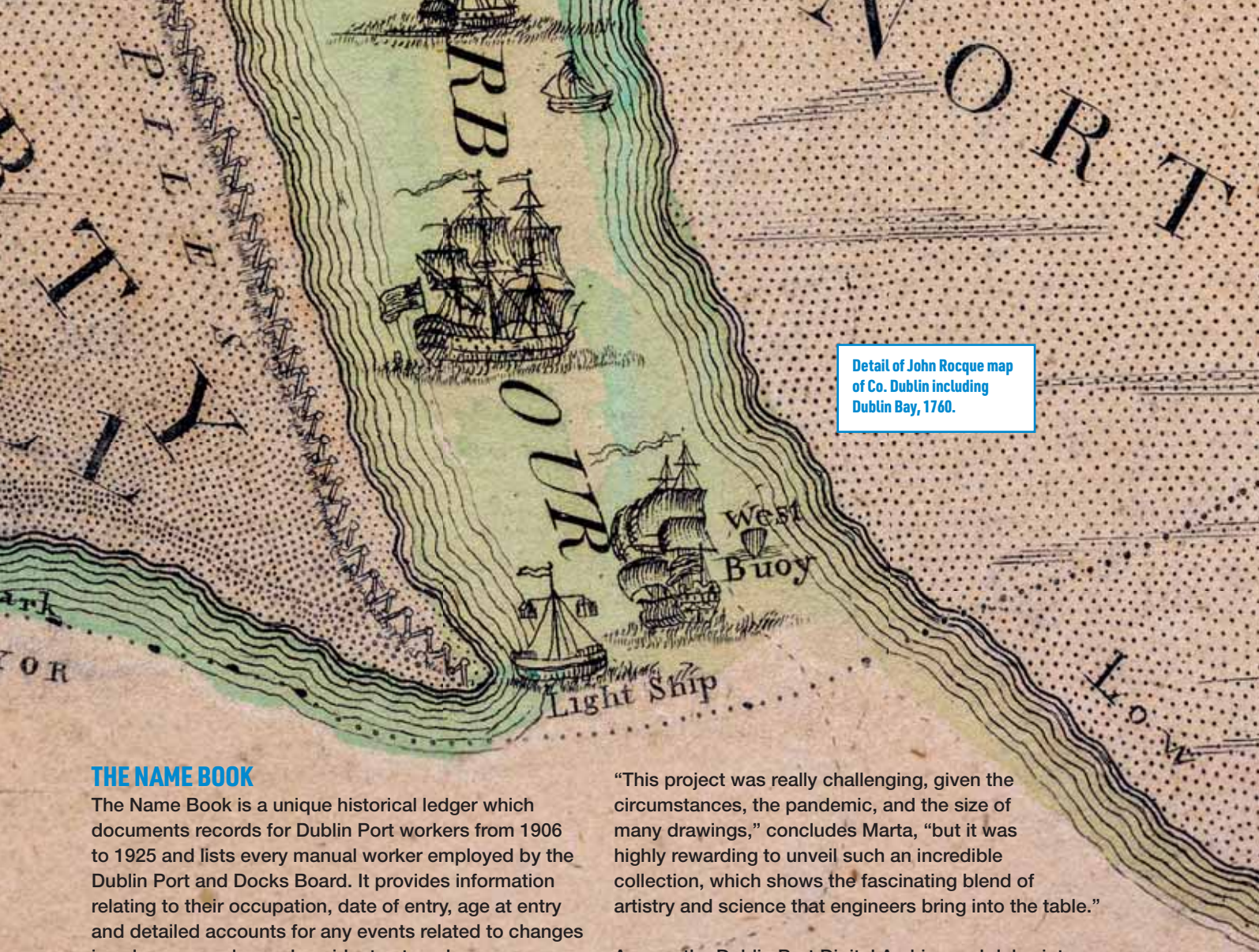
While only some of the 4,400 scanned drawings are available on the website currently, due to technical/IT issues, they are available to researchers, archive users etc who make a request through the website contact form.

"We are scanning the earlier material, so that from now on, when people want to see the books or registers they can do so on their computer rather than having to look at the original documents, because they are very delicate," explains Marta Lopez, Researcher & Cataloguer, Dublin Port Company.

Much of the scanned material is now available online at www.dublinportarchive.com, where the online collections include engineering drawings, historical maps, newspaper clippings, yearbooks, paintings, posters and photographs of the Port and its environs over three centuries.

The Port Stories section covers various areas within the Port estate, such as The Pumphouse heritage area, the former ESB Substation and the Diving Bell, as well as sections recalling famous events from the past, such as the loss of the Lady Cairns, an iron sailing ship built by Harland & Wolff, in 1904, or the departure of the British Army from the Port on December 17, 1922, following the War of Independence.





Detail of John Rocque map of Co. Dublin including Dublin Bay, 1760.

THE NAME BOOK

The Name Book is a unique historical ledger which documents records for Dublin Port workers from 1906 to 1925 and lists every manual worker employed by the Dublin Port and Docks Board. It provides information relating to their occupation, date of entry, age at entry and detailed accounts for any events related to changes in salary, new roles and accidents at work.

This Name Book is not a full list of all dockers who worked in Dublin Port during this period as they were not employed directly by the Board but worked for the stevedoring companies operating within Dublin Port.

“This project was really challenging, given the circumstances, the pandemic, and the size of many drawings,” concludes Marta, “but it was highly rewarding to unveil such an incredible collection, which shows the fascinating blend of artistry and science that engineers bring into the table.”

Access the Dublin Port Digital Archive and delve into Dublin Port’s rich history: www.dublinportarchive.com.

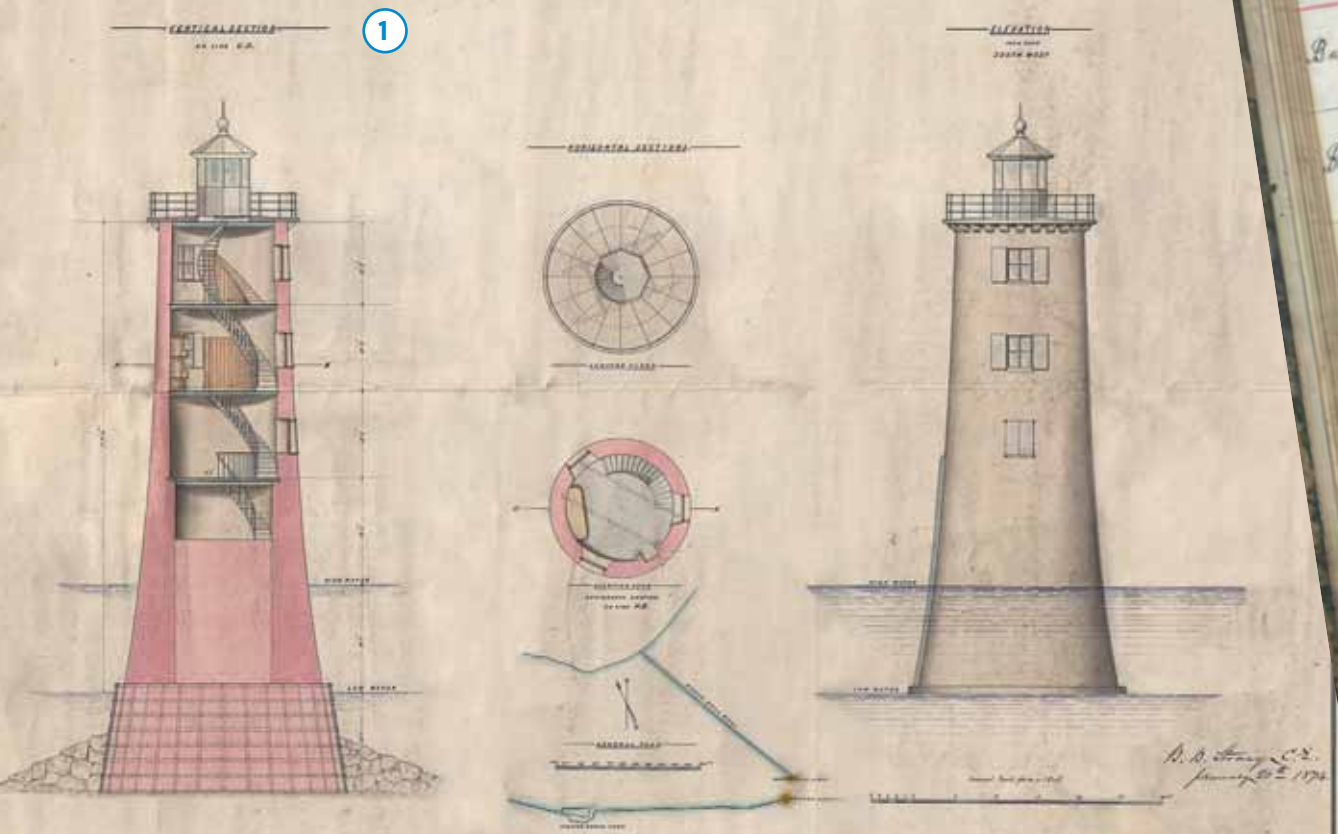
South Buoy

The Name Book has been scanned and is now available to view in full, and can be downloaded for the first time. It also features a searchable database of handwritten records from the Name Book for employees from 1906 to 1922. This database contains information about the dates employees started and finished work with Dublin Port, their occupation and any noteworthy events or occupation changes that occurred with each worker during their employment at the Port.

“Archives can be seen as are bureaucracies looking after themselves,” notes Lar, “but the reality of what we see here between the map collection, the register collection and the photographic collection is that we can tell the story of Dublin Port Company, of expansion and innovation, and the people who worked here at all levels over 300 years.”

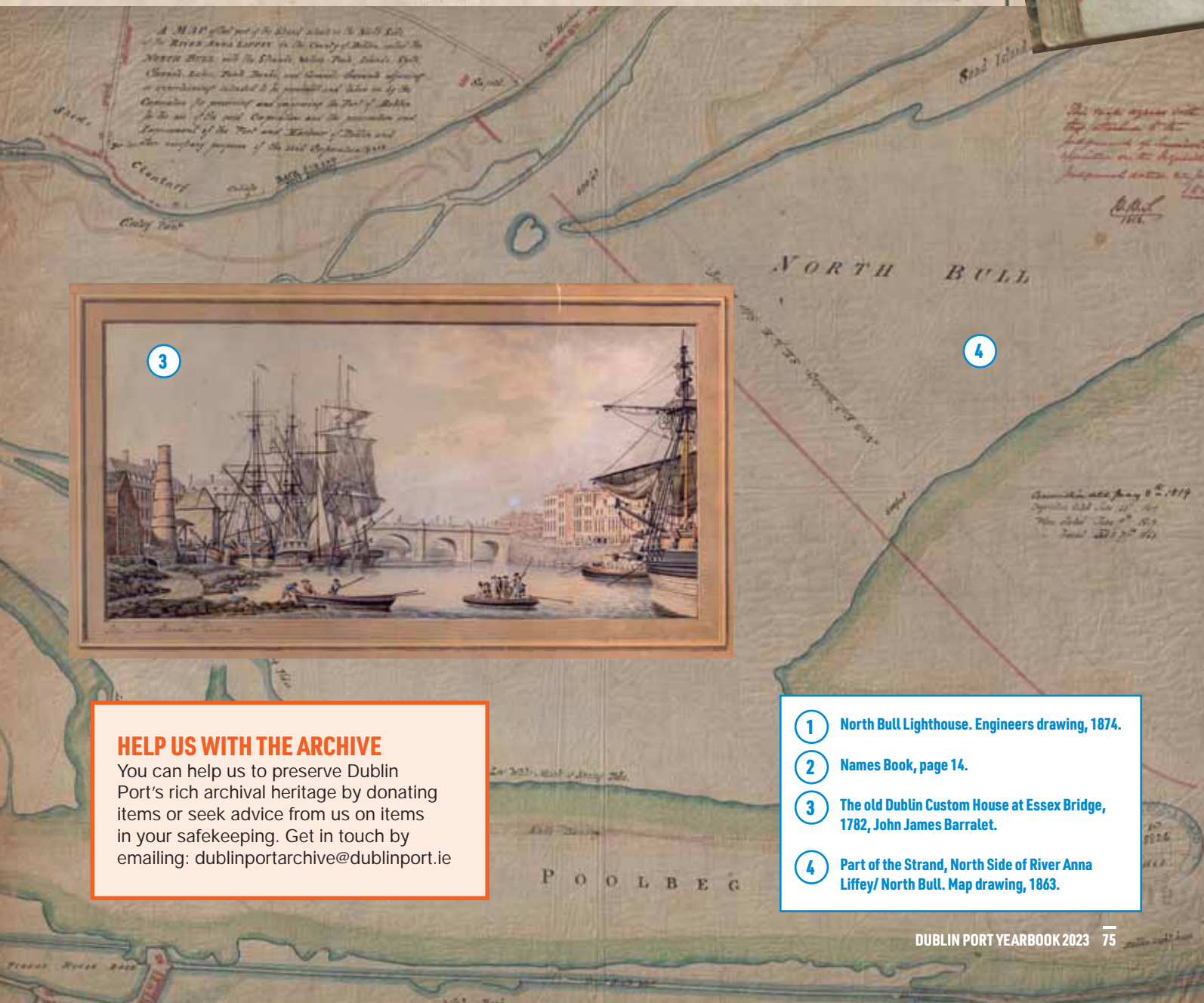


The Bay and Harbour of Dublin, 1756, George Gibson.



14

| NAME | AGE | RESIDENCE | DATE |
|-------------------|-----|-----------|------|
| Barry, Rich | 100 | 100 | 100 |
| Bartlett, Herbert | 62 | 76 | 100 |
| Beacham, James | 40 | 100 | 100 |
| Beatty, Thomas | 100 | 100 | 100 |
| Behan, Michael | 100 | 100 | 100 |
| Bennett, Patrick | 100 | 100 | 100 |
| Blackmore, George | 100 | 100 | 100 |
| Blackmore, George | 100 | 100 | 100 |



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- 1 North Bull Lighthouse. Engineers drawing, 1874.
- 2 Names Book, page 14.
- 3 The old Dublin Custom House at Essex Bridge, 1782, John James Barralet.
- 4 Part of the Strand, North Side of River Anna Liffey/ North Bull. Map drawing, 1863.



The 2022 Hope Row raised a massive €20,250 for autism charity AsIAM.

HOPE ROW CELEBRATING 10 YEARS

THE HOPE ROW WILL CELEBRATE ITS 10TH ANNIVERSARY IN 2023, HAVING RAISED A PHENOMENAL AMOUNT OF MONEY FOR A NUMBER OF CHARITY PARTNERS OVER THAT TIME.

The Hope Row first took place in 2013, and as the event approaches its tenth birthday, it has already raised more than €100,000 for a variety of charities, including a record-breaking 2022 event which saw more than €20,000 raised for autism charity, AsIAM.

David Doyle has been a member of Stella Maris Rowing Club in Ringsend for most of his life. Now 43, he was first introduced to the club as a teenager when friends of his asked him to fill in for an absent team member and he has been hooked on the sport of rowing since. David organised the very first Hope Row in 2013, when he was Stella Maris' Club Secretary. That year, the €8,540 raised went to St Michael's Cystic Fibrosis Ward in Our Lady's Children's Hospital in Crumlin.

"Two members of the club, Kenneth Faye and Claire Ryan, had a young son Tadgh who was diagnosed with Cystic Fibrosis. The club wanted to do something in support of the family," David recalls. "A number of ideas were thrown about and it was decided a charity row outside the rowing season would be the answer, and in doing so, we could bring in the community of Ringsend and all East Coast clubs. Our club put a new cup in place and gave Kenneth and Claire the honour of naming it, That's how 'Cupán Dóchas', the Irish for Hope Cup was chosen."

The Hope Row has since become an annual event, which has raised more than €100,000 for several charities. Pieta House were the recipients of the funds raised in its second year, and the subsequent years have seen a range of charity partners receiving a sizeable donation from the event, including CRY, Blackrock Hospice, St Vincent's Oncology Ward, The Mater Hospital, The Royal Hospital Donnybrook, The Kevin Bell Repatriation Trust, the Irish Society for Autism, St Francis Hospice, the Irish Underwater Search and Recovery Unit, the Laura Lynn Children's Hospice and the Irish Cancer Society Night Nurse.

RECORD-BREAKING 2022 EVENT

The 2022 event was the most successful yet, raising more than €20,000 for autism charity AslAm, which “blew every other year out of the water” in terms of the money raised.

“We are a small community club so to raise that amount of money is extraordinary,” admits David. “We were chuffed. AslAm is an unbelievable charity and to raise that much money for them was brilliant.” David acknowledges the support of his employer, Marsh Ireland, in getting involved with the 2022 event.

With up to 50 rowing crews involved on the day, the Hope Row is a wonderful spectacle. David insists that the emphasis is firmly on fun, with races organised for families, junior members, novices and veterans. The actual row itself takes in some of the best sights Dublin Port and the River Liffey have to offer. The short course starts at the Stella Maris club house and travels into the city, past the 3 Arena, the ever-changing Docklands, the Jeanie Johnston and MV Cill Airne, as far as the Custom House, where they turn and race back to the starting line. The long course has the same starting line but takes rowers in the opposite direction, out through Dublin Bay, turning at the lighthouse and back up-river past the club, before then following the same route as the short course to the Custom House and back.

“Rowing is usually very competitive, so it’s great to have a fun event where everyone can join in, from under-12s to adults, from novices and those only starting to veterans approaching the twilight of their career,” David explains. “There’s a family race too, which is always a highlight. The East Coast clubs don’t have the privilege of rowing on the Liffey all the time, so it’s a big deal for them to row into the heart of the city. It’s just a really fun day that also raises money for charity.”

A COLLECTIVE APPROACH

Humble to his core, David refuses to take sole credit for the success of the Hope Row (he refuses point-blank to have his photo included in this article): “This is about the club members who go out every year with their sponsor cards and raise the much-needed funds, train on a daily basis to allow them to take part, show up on event day, not just to participate but to help out on the day, and they show up in their large numbers to support their club.

“From the junior section right up to our adult section, we all make it happen,” David stresses. “And we couldn’t do it without our friends from the other East Coast clubs, whose participation, donations and even the presence of their club members, family and friends makes a real difference. They help bring the fun and atmosphere; without them all, it would not be the success it is.”

David stresses that while the Hope Cup is a Stella Maris event, “it is very much about all the East Coast clubs getting involved and supporting this worthy event. It is a collective effort, where all clubs can enjoy each other’s



The Junior Ladies team from Stella Maris.

company on a fun day out, not like the competitive manner of our East Coast regattas. Part of the fun at the Hope Row is that we opened it up to the whole rowing community and it’s family, friends and supporters – so for those that do not row, we added the Hope Run / Walk, meaning all non-rowers could participate and more importantly help us to raise further much needed funds by filling up a sponsor card. As we say to all involved, ‘every penny counts’.”

As another Stella Maris club member insists, “We want to be remembered and talked about for much more than our success on the water. Of course, that is our bread and butter but ultimately we want to make Ringsend proud and thankfully, to date, we are doing a fine job of that. For a local rowing club, we sure do know how to pull together with fund-raising and we are showing no sign of stopping anytime soon.”



The Hope Row boats racing towards East link Bridge.



Edel Currie, Community Engagement Manager, Dublin Port Company, and Barry Benson from Dyno Rod, present the Hope Row Cup (Cupán Dóchas) to Debbie from AsIAm, along with members of Stella Maris.

SUPPORT FROM DUBLIN PORT COMPANY

Since the very beginning, Dublin Port Company have been one of the main sponsors of the Hope Row, along with Dyno Rod. “Dublin Port Company and Dyno Rod came on board from day one,” David stresses. “The financial support ensures all participants receive a medal on the day and are well fed and watered – rowers, runners, walkers, and even the spectators get a belly full and it helps to make the day a huge success. Those taking part aren’t asked to pay a penny, except to take a sponsor card and get as much as they can. We couldn’t do that without the support of Dublin Port.”

David also pays special tribute to Stella Maris members Sharon Bolger, Ann O’Connor and Antoinette O’Neill, who make sure that nobody goes hungry or thirsty: “They arrive from 7am and are still dishing out food long into the evening when the rowing is finished.”

As main organiser, David and the club committee need to ensure that the rowing course on the river is laid out correctly and runs smoothly, liaising with Dublin Port

Company and local boat owners to ensure there are no obstacles to overcome on the day.

“If you had told me when I started that the Hope Row was going to be as successful as it has become, I wouldn’t have believed you,” David admits. “It has just grown from strength to strength and that is down to all the members of our club, who have made a lot of effort to support it, and it couldn’t take place without the support of the East Coast clubs. But I sometimes have to pinch myself when I look at it. I had no idea how successful it would become.”

David is already planning the 2023 Hope Row, and is thinking about potential dates and charities for this year’s event. “I usually wait until the AGM is done and dusted, and then by April/May, we know when it’s happening and who our charity partners are for the year.”



Bill and Bailey (the dog) in training and taking part.





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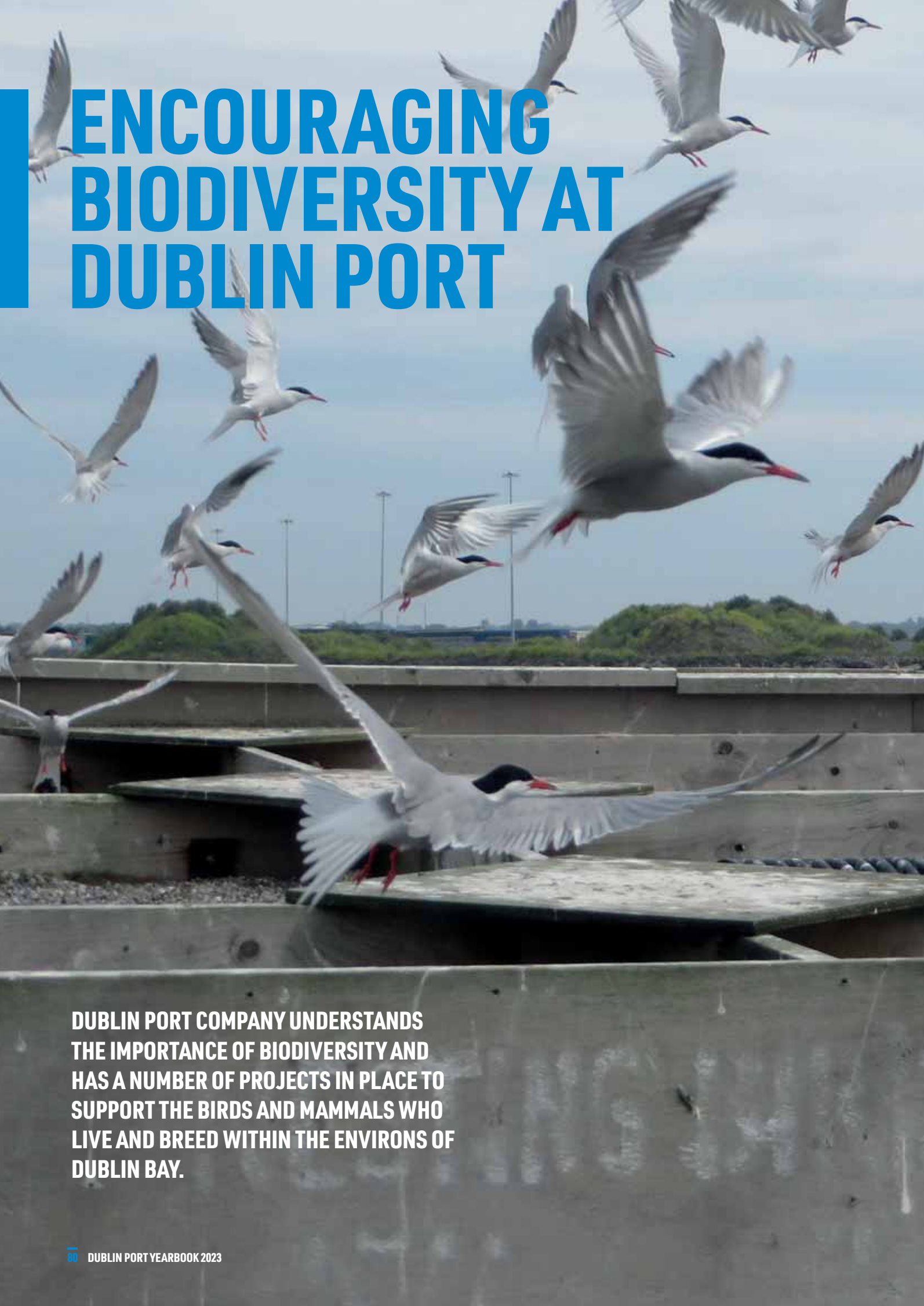
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ENCOURAGING BIODIVERSITY AT DUBLIN PORT

DUBLIN PORT COMPANY UNDERSTANDS THE IMPORTANCE OF BIODIVERSITY AND HAS A NUMBER OF PROJECTS IN PLACE TO SUPPORT THE BIRDS AND MAMMALS WHO LIVE AND BREED WITHIN THE ENVIRONS OF DUBLIN BAY.



Black Guillemots in a nest box in Dublin Port

The area around Dublin Port is home to a variety of waterbirds and sea mammals, and forms a vital breeding ground for many of its feathered and furry inhabitants.

North Bull Island has been a designated Biosphere since 1981, UNESCO recognising its importance as a habitat for rare species of wildlife. Dublin Port Company understands the importance of the area around Dublin Bay and formed the Dublin Bay Biosphere Partnership in 2014, alongside the National Parks and Wildlife Service, Dublin City Council, Dun Laoghaire Rathdown County Council and Fingal County Council. The Dublin Bay Biosphere covers over 300 square kilometres, and key areas include the Tolka and Baldoyle Estuaries, Booterstown Marsh, Howth Head, North Bull Island, Dalkey Island and Ireland's Eye.

No fewer than 20 Natura 2000 sites lie within a 15-kilometre radius of Dublin Port. These form part of the largest coordinated network of protected areas in the world, creating a network of core breeding and resting sites for rare and threatened species, and some rare natural habitat types which are protected in their own right. The aim of the Natura 2000 network is to ensure the long-term survival of Europe's most valuable and threatened species and habitats, listed under both the Birds Directive and the Habitats Directive. Sites are designated as either Special Areas of Conservation (SACs) or as Special Protection Areas (SPAs).

Dublin Bay is designated as an SPA, based on the wintering waterbirds that it supports, particularly

Light-bellied Brent Goose, Knot, Black-tailed Godwit and Bar-tailed Godwit. However, Dublin Bay supports nationally important numbers of a further 18 species.

BLACK GUILLEMOTS AND ARCTIC TERNS

One of the challenges around the port area in relation to bird species is the fact that some birds, like Common and Arctic Terns and Black Guillemots, breed in the environs of the Port. Indeed, the Black Guillemot frequently nests in holes and crevices in quay walls and other artificial structures in harbour areas, and can be found in large numbers between Poolbeg Lighthouse and Butt Bridge. Construction work on quay walls or other structures in the Port area has the potential to impact the Black Guillemot by removing potential nest sites.

Common Terns and Arctic Terns tend to nest in colonies on permanent structures and floating pontoons within Dublin Port. In fact, Terns have been known to breed in Dublin Port for over 70 years. No construction work taking place currently within the Port estate will have any direct impact on the Tern colonies, but dredging activity in the river channel and construction noise may potentially impact on the Terns nesting on fixed or floating structures within Dublin Port. Such activity could also impact on non-breeding waterbirds which feed on the mudflats and sandflats within the Port area at low tide, but studies have proved that birds will habituate to ambient construction noise levels below 70dB.



The Dublin Bay Birds Project at Sandymount Strand.

BIRDWATCH IRELAND PROGRAMME

Dublin Port Company has consistently supported BirdWatch Ireland in the monitoring and research of waterbirds within Dublin Bay via the Dublin Bay Birds Project, and DPC has recently committed to extend its support by a further three years.

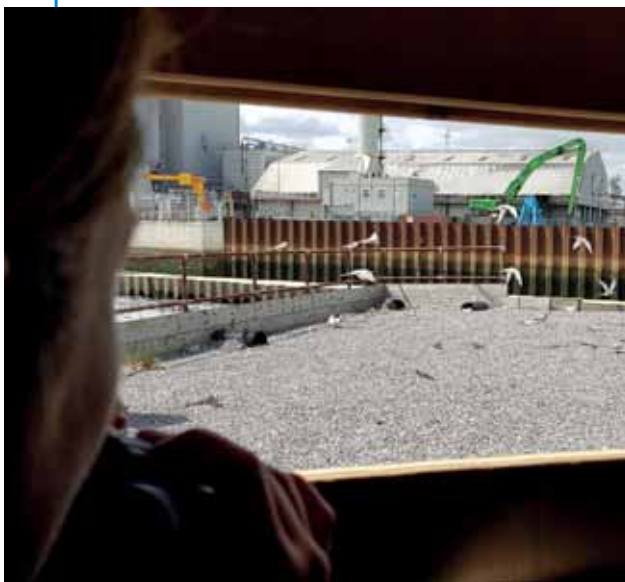
The Dublin Bay Birds Project includes colour-ringing, radio-tracking and satellite-tracking of individual birds, which helps to assess certain locations within the bay for roosting and feeding, as well as seasonal variations and movement throughout the winter months both within the Dublin Bay area and across other estuaries along the coast.

Such close monitoring of the bird populations means that potential impacts of any Port activities can be predicted, assessed and addressed prior to any construction. The Black Guillemot population is surveyed twice per year and has been since 2013, while the monitoring of Common Terns and Arctic Terns nesting within Dublin Port was carried out in 2021.



DPC has undertaken a number of measures to ensure these species are protected. Capital dredging projects, for example, only take place between October and March, when Terns are absent from Ireland. During periods of extreme low tide, DPC will suspend construction and operational activities so as not to disturb birds foraging and feeding on the mudflats and sandflats. For example, gates installed on the proposed Greenway will be closed during the period of greatest low spring tides to avoid disturbance at feeding grounds within the Tolka Estuary.

The Black Guillemot population within the Port is stable but lower than a decade ago. DPC has developed a conservation plan, including placing custom-made nest-boxes to help increase population levels. Some of these





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The Dublin Bay Birds Project team visit one of the nesting pontoons in the Port to monitor the Tern population nesting there.



were installed on the oil jetties in 2016, and several have already been used by the birds, with further nest-boxes planned to be introduced in strategic areas of the Port in the coming years.

Meanwhile, the number of Terns nesting on Pontoons provided by DPC has increased, with the majority of Dublin Port's Tern population now nesting on these structures.

The results of the monthly bird counts during the most recent Winter Wetland Bird Monitoring Programme (2020/21) indicate that most numerous species were Pale-bellied Brent Goose, Oystercatcher, Dunlin, Redshank, Knot, Bar-tailed Godwit, Golden Plover, Black-headed Gull, Common Gull and Herring Gull.

The numbers of wintering waterbirds in the two SPAs surrounding Dublin Port have been maintained during the Alexandra Basin Redevelopment Project (ABR) and indeed many species have seen numbers increase. Monitoring will continue as the MP2 and 3FM Projects continue over the coming years.

MARINE MAMMALS

The waters of Dublin Bay are also home to a number of marine mammals, including cetaceans (whale, dolphin, porpoise) and seals, which are protected under national and international law.

The European Communities (Birds and Natural Habitats) Regulations 2011-2015 prohibit all forms of deliberate capture or killing of cetaceans in the wild, as well as banning the deliberate disturbance of those species, particularly during the period of breeding, rearing, hibernation, and migration, and the deterioration or destruction of their breeding sites or resting places.

Dublin Bay, including the Port, is also home to Ireland's two native seal species, the larger grey seal and smaller harbour or common seal. Indeed both species can be regularly seen 'hauling out' (resting after deep dives etc) on the rocks of Dalkey Island and the northern tip of Bull Island, and the waters around these 'haul-out' sites are a critical habitat for seals.

There are 26 cetacean species in Ireland, with the most common around Dublin Bay being the harbour porpoise, bottlenose dolphin and minke whale.

Three sites in Ireland have been designated to protect the harbour porpoise, including Rockabill to Dalkey Island SAC, which consistently records the highest densities of this species in North County Dublin. Dublin Port Company collected extensive visual and acoustic monitoring data during the ABR Project, the first major capital project in Masterplan 2040, which has provided valuable information in relation to the influence of seasonal, daily and tidal patterns on the behaviour and feeding rates of the harbour porpoise.

Bottlenose dolphins can be seen year-round, with increased sightings in the summer months, while minke whales have been spotted in north County Dublin from Howth Head to Lambay Island and on the Kish Bank.



Dublin Bay, including the Port, is home to Ireland's two native seal species, the larger grey seal and smaller harbour or common seal.



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MINIMISING UNDERWATER NOISE DURING CONSTRUCTION

The challenge for Dublin Port Company when it comes to marine mammals is to ensure that any major works, such as dredging, piling and drilling, do not create underwater noise that would impact the animals acoustically.

As part of the ABR Project, a Marine Mammal Mitigation Plan (MMMP) was prepared in consultation with Irish Whale and Dolphin Group (IWDG) Consulting, and a full-time Marine Mammal Ecologist (MME) is assigned to the ABR and MP2 Projects to ensure full MMMP implementation.

The full-time MME has carried out monthly seal surveys at North Bull Island since May 2016 and will continue until at least two years after construction activities related to Port development, providing data on any changes in numbers of both grey and harbour seals. Meanwhile, there is the potential to introduce a photo-ID technique for grey seals, who have a unique fur pattern on their necks which allows for individual identification; such a project would allow for more in-depth data on population numbers and seal movements.

DPC has also introduced a number of measures to ensure that marine mammals are protected from underwater noise, including a 1,000-metre exclusion zone for piling and a 500-metre exclusion zone for dredging.

At least one Irish Whale and Dolphin Group (IWDG) Marine Mammal Observer (MMO) carries out a pre-watch before any underwater noise activities commence in daylight hours in good visibility extending 1km or more beyond the

limits of the assigned monitored zone and subsequently records data on noise activity and sightings, ensuring adherence to the NPWS Guidelines (2014).

UNDERWATER ACOUSTIC MONITORING SYSTEMS

DPC has deployed two real-time passive acoustic monitoring system (PAMs) in Dublin Bay at the approaches to Dublin Port, as well as two static acoustic monitoring systems (SAMs) at the dumping at sea site to the west of the Burford Bank and within Dublin Bay to provide information on the presence of marine mammals.

The PAM system provides information on the presence of marine mammals during periods when visual identification is constrained and it can provide large scale, real-time data on mammal movement. SAMs detect and log cetacean vocalisations, and are thus used to study feeding behaviours and will provide data on habitat use before, during and after project work by DPC. Data is analysed every three months, enabling any changes in activity to be identified and acted on.



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Detection of marine mammal calls in real-time during dredging operations allowed immediate mitigation measures to be implemented to avoid any potential impact.

The implementation of the MMMP has ensured that no significant impacts on marine mammals have occurred due to any activities associated with the ABR Project in Dublin Port, Dublin Bay or the Rockabill to Dalkey Island SAC. IWDG Consulting, on behalf of DPC, will continue to monitor the marine mammals in the surrounding area of the Port to ensure DPC achieves its environmental objective of no impact on these species.

Indeed, the data collected on both bird and mammals during the coming years, as the Masterplan 2040 projects come to fruition, will increase knowledge and understanding of the ecology and behaviour of these creatures in Dublin Bay.

For more information on these or any of Dublin Port Company's biodiversity projects, please contact Eamon McElroy, Port Engineer: emcelroy@dublinport.ie.



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ARTIST CAMPUS TO BE CREATED IN PORT

Pictured signing the Memorandum of Understanding are Eamonn O'Reilly, former CEO of Dublin Port Company, with Maureen Kennelly, Director of the Arts Council.



DUBLIN PORT COMPANY IS SET TO CREATE AN ARTIST CAMPUS AND WORKSPACE IN THE PORT AS PART OF THE FLOUR MILL SITE.

Dublin's artists, writers and musicians will soon have a new space in which to work within Dublin Port. August 31, 2022, saw the Arts Council and Dublin Port Company announcing a Memorandum of Understanding with the intention to repurpose buildings at the former Odlum's Flour Mill site at Dublin Port into an Artist Campus and Workspace.

The two organisations established a partnership with the intention to deliver workspaces for artists practicing in all areas of the arts within the Flour Mill Masterplan Site.

"Dublin Port has shown remarkable vision in its support for the arts in recent years and today's announcement is a further signal of their commitment to the development of a vibrant artistic community in our city," revealed Maureen Kennelly, Director of the Arts Council. "Dublin Port's vision for a Port City aligns perfectly with the Arts Council's ambition to create a sustainable and exciting infrastructure

for artists to make work. The dynamic promotion of artistic expression in this historic and evolving part of the city will have a profound and positive impact. I would like to particularly salute Eamonn O'Reilly for his immense support of the arts during his time as CEO."

MEETING AN URGENT NEED FOR THE ARTS

Artists across Ireland struggle to find suitable workspace but research finds this problem to be most pronounced in Dublin. Dublin City Council undertook research on the provision of Artists Workspaces and infrastructure in the city in 2020 to gain a fuller understanding of the challenges facing artists. This research showed that workshop space is scarce for the 2,500 professional artists working in the city. Artists have worked collaboratively and creatively to address this challenge through 'artist collectives' but frequently find their efforts hampered by short term and insecure tenancy agreements.

To address the urgent need for more artists' space in Dublin, the Arts Council and Dublin Port Company have been working together since early 2022 to explore options within the Flour Mill Masterplan site. Dublin Port has contracted international award-winning architects, Grafton Architects, to undertake a Feasibility Study on

the Flour Mill Artists' Campus on the agreed site. The project is underpinned by the policy objectives of the Arts Council's 10-year strategy, Making Great Art Work, the Government's Project Ireland 2040 and the Dublin Port Masterplan 2040.

The artists' campus intends to provide artists' studios, experimental performing and visual arts spaces, sound proofed rehearsal rooms, workshops, co-working spaces, conference and meeting spaces across 5,000 square metres in the old Odlums Flour Mill area at Dublin Port.

SECURE AND SUSTAINABLE WORKSPACE

The Flour Mill Artists' Campus has the potential to establish a significant secure and sustainable workspace dedicated to artists within Dublin City. Officials from the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media have visited the Flour Mill site and recognise the potential of this to be a transformational development for artists. The Arts Council continues to engage closely with the Department on the realisation of this remarkable opportunity.

"There are huge opportunities in Dublin and other areas around the country to develop new workspaces for artists to address a growing problem," noted Professor Kevin Rafter, Chair of the Arts Council. "The ambition of Dublin Port to work with the Arts Council is very exciting. This is the start of a significant relationship to provide workspaces for artists in the old Flour Mill Site in the Port and will hopefully provide a model for other organisations to follow."

A WONDERFUL SPACE FOR ARTISTS

Lar Joye, Port Heritage Director, said: "The 15 storey Odlum Flour Mill dominates the skyline of Dublin Port

and the study being undertaken by Grafton Architects will create a wonderful space for artists. We are very keen for visitors and now artists to see how the busy Port operates and this project follows on from the very successful development of the Diving Bell museum in 2015, the Pumphouse heritage area in 2020 and Redbrick Sub Station which opens this year."

Jerry Grant, Chairperson of Dublin Port Company, said that Dublin Port Company are "delighted to be working with the Arts Council on this project which further highlights the importance of connecting Dublin Port to the City. Since the launch of the 2040 Masterplan in 2012, we are focused not only on improving port capacity but on furthering Port/City integration. The Board sees this project as an integral part of completing the Dublin Port Masterplan 2040."



KEEPING EVERYTHING AFLOAT

THE VESSEL TRACKING SYSTEM OPERATORS IN DUBLIN PORT ARE THE ONES CHARGED WITH KEEPING MARINE TRAFFIC MOVING SAFELY AND EFFICIENTLY IN AND OUT OF THE BAY. "IT'S A VERY REWARDING JOB," DANIELLE HAYES REVEALS.

The view from the Vessel Tracking System (VTS) office in Harbour Operations must be one of the most impressive and unusual in the entire city. The Liffey flows by literally at your doorstep, while across the river is the industrial ballet of the Poolbeg Peninsula's blue container terminal. To the east lies the mouth of Dublin Bay and the open sea, while to the west the river glides by the city centre, with the Tom Clarke Bridge just metres away. It's not a bad place to spend your days.

For Clonakilty native, Danielle Hayes, it's been her workplace for almost two years, since she made the short trip 'upstairs' to become a VTS operator, having worked on the Port's pilot boats for the previous six months.

"When I started here, I was taking photos of the sunrises and sunsets all the time, as the view really is spectacular," Danielle smiles. "You do get used to it though."

VESSEL TRACKING SYSTEM (VTS)

The VTS operator is responsible for all vessels moving into or out of the port, including ferries, tankers, container ships, pilot boats, tugs and all other traffic on the water in the Port area. Danielle is one of five VTS operators, who liaise closely with the rest of the Harbour Operations team, including the Shipping Desk, pilots, tug masters and the Harbour Master's office to ensure traffic runs smoothly, while much of her time is spent talking directly





Danielle Hayes, pictured at her desk in the VTS office.

to the ships' captains and shipping agents themselves, making them aware of the weather, the tides, the movement of other vessels and if there is any extra activity going on, such as the presence of divers in the Port. The VTS service is manned 24-hours per day, 365 days per year, with the operators working in 12-hour shifts.

In the half-hour we spent in the VTS station, Danielle spoke to at least six different vessels, organising pilotage, reporting on weather conditions, and guiding the various giant vessels around the Port area and the entrance to Dublin Bay like a chess game played on an industrial scale.

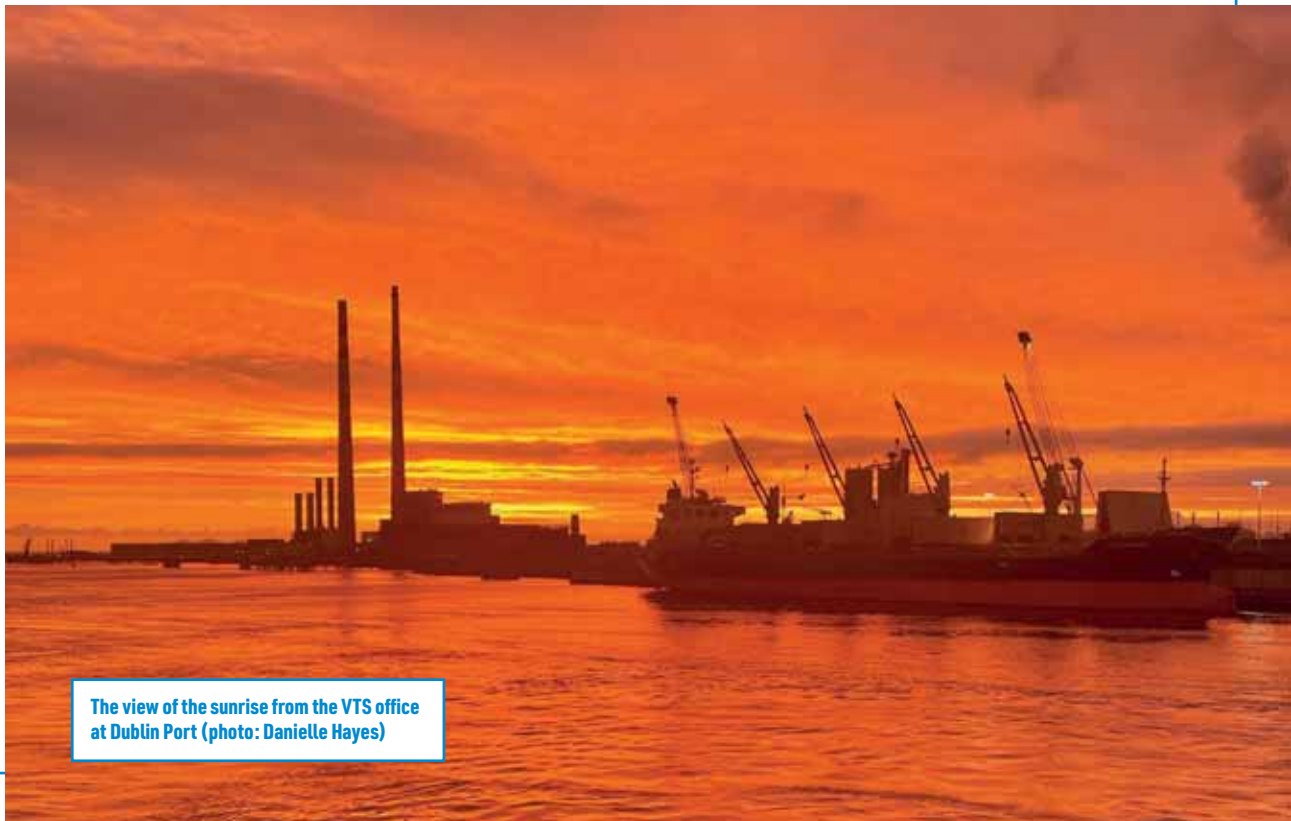
"VTS is all about the safe and efficient movement of vessels and the protection of the environment. It's essentially like air traffic control but for ships," Danielle says. "Any ship coming in and out of the Port has to call us for clearance first. We have radar screens showing all vessels in the Dublin Bay and Port area, as well as the booking system, which shows all the vessels due to arrive or leave that day. We are basically the co-ordinator between the different stakeholders, including the shipping agents, the pilots, tugs, the Shipping Desk, the Harbour Master's office."

Danielle has plenty of experience of ships and shipping. She studied the National Maritime College of Ireland (NMCI) in Cork until 2012 and spent time working on oil tankers for BP as she completed her cadetship. She then worked for Princess Cruises for four years, returning to college to study for her Chief Mate's licence, which she attained. Then, however, the onset of Covid-19 brought the cruise industry to a standstill and Danielle returned to a land-based job, moving back to Ireland, working on the pilot boats in Dublin Port for a period of around six months before moving 'upstairs' to the VTS department.

Dublin Port is the busiest in the country, so Danielle and her colleagues could be dealing with up to 50 vessel movements in and out of the Port during a 24-hour period, including regular traffic, like ferries, as well as tankers, container ships and in the summer, increased numbers of cruise ships and pleasure craft.

A FAST-CHANGING BUSINESS

There is no such thing as an average day, Danielle insists, and you don't always know in advance how many vessels are confirmed to sail on that day, given the dynamic nature of the shipping business. "I have a log-in to the system at home and can check before I leave my house but things can change quickly," she notes. "Some of the



The view of the sunrise from the VTS office at Dublin Port (photo: Danielle Hayes)

ships coming in today, we only confirmed those bookings this morning. Some ships might be waiting for a berth to become free before they come in, so you have to plan that and let them know what the situation is. You do spend a lot of time planning, working closely with the Shipping Desk, who are constantly liaising with shipping agents all day long and getting the latest information. Our job is to try to slot everybody in, moving them as safely and efficiently as you can, but the weather and tides can have an impact."

One minor delay, something as simple as a ship not being ready to move when the pilot climbs on board, can have a knock-on effect on all other traffic: "You're constantly reassessing, your traffic image is always changing and you have to take it as it comes, to a certain extent. If the weather isn't good, it makes it a lot harder, because you could have strong winds, which make it a lot harder for ships to hold position."

EXPERIENCE AT SEA

All VTS operators in Dublin Port have experience at sea, which gives them a distinct appreciation for how vessels move and the challenges they face: "Having worked on ships, you do have an appreciation for what goes on on-board ships and how they work."

The ferry captains and some other regular visitors to Dublin Port traditionally have a Pilot Exemption Certificate (PEC), having completed an oral exam with the Port Authority, and a Certificate of Competency set by the relevant national authority (Department of Transport for Irish Seafarers), which means that they don't need a pilot to enter or exit the harbour. But all other vessels typically

require the services of a pilot to guide them into and out of the Port.

"I will give the ships the information on where to meet the pilot, and the pilot boat will bring them out and they climb on board and guide the ship into the Port," she explains.

Most VTS operators have experience of Dublin Port, having come from either the pilot boats or tugs, and are familiar with both the Port itself and its weather, experience which serves them well when allocating time-slots for each vessel, as they can allow extra time in strong winds, for example. Bad weather, however, can present serious challenges.

"When the weather is really bad, pilotage gets suspended because the seas are too rough for the pilot to get on board," Danielle reveals. "You might have the ferries and other regular runners sailing because they have pilot exemptions and they don't have to get a pilot on board, but the Port gets quite full with those ships that need a pilot. Generally, the ships don't want to sail when the weather is that bad though. Once it gets to a certain point, ferries won't sail and that's the captain's decision. But if it is on the limit where they are still working, it gets very busy in here," she grins. "Suddenly, every vessel wants a tug and we try to get them in as efficiently as possible."

LEISURE CRAFT ON THE WATER

The summer brings a different challenge, dealing with the amount of pleasure craft using the channel, particularly when they don't contact the VTS, with contravenes the Guide to Port Entry regulations. "Some sailing boats don't



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The challenge was to protect natural habitats while meeting the growing demand for space and services in the metropolis. Not to mention the demands of its residents to minimise the noise of the construction site.

call in to VTS and some don't always take the route we want them to follow, so it becomes harder to keep all the ships moving safely and efficiently," Danielle notes.

Danielle and some of her colleagues from Dublin Port Company have visited many of the capital's yacht clubs and given talks on the importance of safety and communication with the VTS in Dublin Port. "They have been very receptive," she admits. "But sometimes you could have a ferry coming in and have jet-skis and kayakers where they really shouldn't be. But we have a good team, and I can ask the pilot boat to go over and talk to them."

Occasionally, things go wrong, such as mechanical failure with ships' engines, and it is then up to the VTS operator to ensure the rest of the maritime traffic is made aware of the situation and guided away from the non-moving vessel. There is always a tug on 15-minute stand-by to assist any vessel that needs help. "If a ship is having an incident on board, I need to be conscious of all the other ships, and informing them what is happening with that particular vessel," she notes.

Some days, the job can be quite stressful, Danielle admits, but the sense of camaraderie within the Harbour

Operations team means that she never feels she's on her own, and the adrenaline rush of directing traffic through a busy modern port more than makes up for it.

REGULAR TRAINING ON EMERGENCY SITUATIONS

All VTS operators at Dublin Port receive continuous training, regularly attending South Shields Marine School in Newcastle, England, for updated learning, particularly in simulating emergency situations.

"We do simulator training whereby they put us in a port, dealing with different emergencies; maybe it's a busy channel and a ship blacks out or there's a man overboard. You deal with all sorts of emergency scenarios, and you go through a checklist of how you need to react and escalate it. It helps you to build a risk assessment in your head for things you need to think about."

In the event of an emergency, Danielle can always draw on the vast experience of her colleagues in Dublin Port Company, from the Harbour Master to the pilots and the tug boat captains. "If there is something I don't know, there is always someone to ask for advice," she says. "Some of the guys on the Harbour team have worked here longer than I've been alive, so they've seen it all."



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MORE WOMEN JOINING THE INDUSTRY

Danielle is the only female VTS operator in a team of five, but she feels there are more and more opportunities for women to join what has traditionally been a male-dominated industry.

"At sea, I would have usually been the only female, but just as I was leaving ships, it was changing," she recalls. "There were more women taking roles on board and they were a lot more open to it. Even in the Maritime College, in my year there were four girls, which was the most they ever had. There are a lot more women in the industry now. Here in Dublin Port, there is one female pilot, one female working on the pilot boats and myself here in VTS. I've never felt held-back by the fact that I'm female, which probably comes from my parents telling me I could be anything I wanted to be. But the industry is definitely opening up. There was a feeling in the past that once a woman had a baby then she couldn't go to sea, but I know some females who work at sea and have kids at home. It's becoming more normal."

While she doesn't miss being at sea for long periods, having worked in the Caribbean for a number of years, Danielle does admit to missing the sunshine and the thrill of going to exotic locations. "I worked on ships from when I was 18 until I was 26 and really enjoyed it. I had a great time and saw all kinds of edges of the world, but I don't think I'd go back," she smiles. "I just bought a house and I'm happy to settle down. And I'm really happy working in Dublin Port, part of a great and very close team. If there is

an issue, everybody pulls together, so I'm never worried coming into work. And there's great job satisfaction going home. The only thing I miss about being on board ships is the fact that there was no commute," she laughs.

"You have days where you look at the bookings list [of ship movements] and wonder how you're going to get through them all, but those are the days when everyone comes together and really works as a team. As long as you keep the information flowing, people are fairly receptive. It's always busy, though. In the winter, your main issue might be the wind; in the summer, it's the leisure craft. You're always kept on your toes. But it is a really rewarding job."





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A WINDOW INTO THE PAST...

DUBLIN PORT COMPANY IS SUPPORTING THE STATE'S EFFORT TO RECOVER DOCUMENTS FROM THE FOUR COURTS FIRE OF 1922 BY FUNDING THE CONSERVATION OF 200-YEAR-OLD RECORDS CONCERNING DUBLIN PORT.

On June 30 1922, the Public Record Office of Ireland at the Four Courts was destroyed in the opening engagement of the Irish Civil War. In the aftermath of the fire of 1922, over 25,000 sheets of paper and parchment were retrieved from the rubble. These records, which date from the fourteenth to the nineteenth centuries, are known as the '1922 Salved Records'. They are now held at the National Archives.

Most of this collection remained unopened until the last five years. As the successor of the Public Record Office

of Ireland, the National Archives is a Core Partner in the Beyond 2022 project, an all-island and international research programme hosted at Trinity College Dublin and funded by the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media under Project Ireland 2040. The project is working to reconstruct what was lost in 1922.

During a recent investigation of unopened parcels of salved records through the Beyond 2022 project, archivists identified five parcels of significance to the history of Dublin Port.

Now, with generous support from Dublin Port Company, these records are being restored by the conservation team at the National Archives of Ireland. The conservation work is being undertaken by the Beyond 2022 Project Conservator, Jessica Baldwin, under the guidance of Zoë Reid, Keeper, Public Services and Collection. The documents all show some evidence of damage from the heat of the flames, as well damp and rain from exposure to the weather following the fire. Despite the damage,



Pictured with some of the salved documents are (l-r): Orlaith McBride, Director of the National Archives; Jessica Baldwin, Beyond 2022 Project Conservator; and Eamonn O'Reilly, former CEO, Dublin Port Company.

conservation will mean that documents not seen for 100 years can soon be consulted again by historians and the public.

“Our own rich archive is an important and actively used resource which we routinely rely on to tell the story of Dublin Port,” noted Eamonn O’Reilly, former Chief Executive, Dublin Port Company. “We are delighted now to be able to add to the additional archive materials related to Dublin Port which the National Archives holds by supporting the conservation of records recovered after the burning of the Four Courts a century ago.”

The thousands of sheets of paper are historically significant, both as survivors of the destruction of 1922 and as fresh evidence for the historical development of Dublin Port. These papers create an incredible snapshot of the bustling life of the busy port with hundreds of people from around the country, from ports in Killybegs, Strangford and Youghal, coming to collect salaries, pensions and trade in goods. They contain details on salaries and compensations, and many names of inspectors and collectors of customs taxes. They provide accounts about wine, bounties on beef and pork, allowances on silk, and detail repayments of taxes on fish, ash, salt, and linen.

For example, over 50 documents relating to the Bounty Payments for Fish in the summer of 1817 give a fascinating insight, as they include information on the ship, listing crew members and detailing the size and type of catch. These are important details of trade and commerce in Dublin Port that do not exist elsewhere.

Following the conservation, the documents dating from 1817-1818 will be available for research and suitable for digitisation.

“This partnership between Beyond 2022, the National Archives and Dublin Port is an important and significant one,” noted Catherine Martin TD, Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media. “The process of saving the recovered records from the fire at the Public Record Office in June 1922 is a flagship project under the Government’s Decade of Centenaries Programme led by my Department’s Commemorations Unit.

“The care that staff in the Public Record Office demonstrated over 100 years ago in their mission to save as many records as possible is now being continued by a highly skilled and committed team of archivists and conservators working together to uncover and reveal a snapshot of what life looked like at Dublin Port in 1922.”

BEYOND 2022: IRELAND'S VIRTUAL RECORD TREASURY RESEARCH PROJECT

Sponsored by the Irish government and led by Trinity College Dublin, the Beyond 2022: Ireland’s Virtual Record Treasury Research Project has combined historical research, archival discovery, and technical innovation to create an open-access virtual archive, which was launched on the centenary of the disaster in June 2022. Working with institutional partners in Ireland and internationally, this high-profile collaboration brings together conservators, archivists, historians and technical experts to locate archival material to refill the digital shelves and, to the greatest extent possible, reconstruct the collections that were damaged or destroyed.

Conservation is a crucial component of the project’s mission, with the material in the National Archives (Ireland) consisting either of records that survived almost unscathed because they were held in the Reading Room of the Public Record Office (not the Record Treasury itself) or those records damaged by the fire, but not destroyed. Since 2017, nearly 400 parcels of salvaged material have been opened and their contents assigned a conservation grade and a basic archival listing.





Orlaith McBride, Director of the National Archives, pictured with Eamonn O'Reilly, former CEO, Dublin Port Company.

REVENUE ACCOUNTS OF DUBLIN PORT

During the subsequent archival listing, five parcels of significance to the history of Dublin Port were identified. On close inspection it became clear that an almost complete set of accounts for Dublin Port from April 1818 had been recovered, belong to the class of archives known as 'Exchequer, Revenue Side'. The fact that these vulnerable paper records survived the destruction of the Public Record Office is extraordinary, especially when you consider that the bulk of Revenue Exchequer books and papers were reduced to 'mere flakes' (Woods, 1930, p. 35). They provide new insight into the historical development of Dublin Port.

THE CONSERVATION PROCESS

Conservator Jessica Baldwin came to the project with almost 30 years' professional conservation experience, having established the conservation department at the Chester Beatty and worked as the paper conservator at Trinity College Library. Based at the National Archives on Bishop Street in Dublin, Jessica worked on the collection on a part-time basis (two days each week) for a total of 40 days from April to September 2022 and conserved 702 documents.

SURFACE CLEANING:

The first step in the treatment of the Dublin Port records was to carry out much needed surface cleaning, using a combination of soft brushes and conservation grade erasers. Techniques were refined to suit the extremely fragile mould damaged paper by using small 'smoke' sponge squares applied with the lightest pressure. This time-consuming process ensured that potentially damaging granular dirt was removed, often revealing text that had been hidden for 100 years.

WASHING:

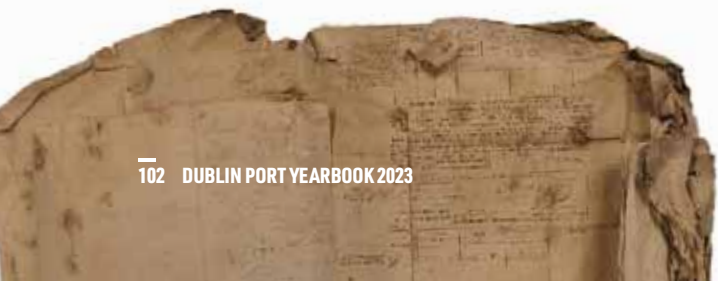
Paper is surprisingly resilient and when necessary, the records were carefully washed to remove soluble and often acidic staining. Tests were carried out first to ensure that the text ink would not be affected by the water treatment. In most cases, washing also reactivated the fibre-to-fibre bonding within the paper, strengthening it and making it more flexible, while improving the visibility of the text.

HUMIDIFICATION:

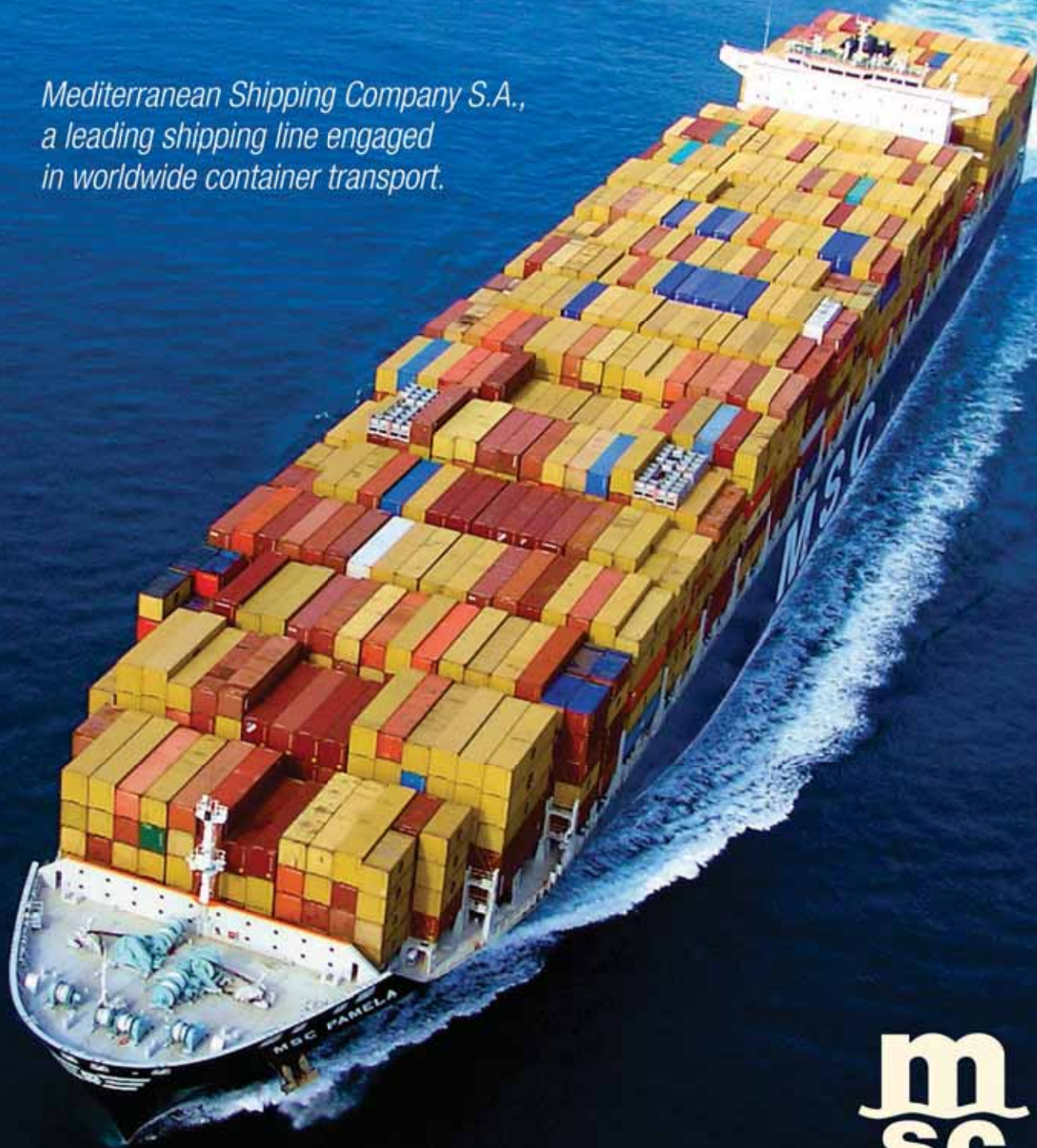
The majority of the records were creased and crumpled, as they appear to have been buried under the debris of the building. These heavy creases and distortions made them difficult to handle, so they needed to be reduced prior to repair. Controlled introduction of moisture allowed the paper fibres to relax, so the records could be pressed between blotters and boards. Moisture was introduced using an ultrasonic humidifier within a domed humidity chamber or a climate chamber, when more accurate temperature and humidity control was needed.

PAPER REPAIR:

Once cleaned and pressed, paper repairs were applied. The need to strengthen and support the paper had to be balanced with ensuring that the text was legible. Different types of tissues were tested to find a compatible match, and adhesives and their applications were trialled and refined. Tears were first realigned using a transmitted lightbox and, in most cases, repairs were profiled from a lightweight toned Japanese Tengu tissue (7.3 gsm) and applied with wheat starch paste. Larger losses were infilled with Japanese Atsu Shi paper (22 gsm) sandwiched between Tengu tissue (7.3 gsm) adhered with wheat starch paste. Applying the repair on both sides of the paper sheet reinforces the areas of damage, while the lightweight transparent tissue means that text is still



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clearly legible. Re-moistenable starch adhesive-coated Japanese Kozo tissue (4 gsm) was used on the paper receipts and the application adjusted to suit the condition of the paper and vulnerability of the inks.

HISTORICAL RESEARCH INTO THE RECORDS

Orlaith McBride, Director of the National Archives, said: “The conservation of these records represents a significant contribution to the State’s key legacy project from the Decade of Centenaries. The National Archives, as successor institution to Public Record Office, has held these records, salvaged from the fire in 1922, in its care for almost 100 years and has now begun the process of conservation. This support from Dublin Port is invaluable in terms of allowing us to progress this work.”

Thanks to the financial support of Dublin Port Company, excellent progress has been made on the conservation of the salvaged Dublin Port records. As a result,

approximately one third of the documents identified can now be safely handled and a list of priorities for the next phase of conservation has been drawn up. Historical research into the content of the Dublin Port records has commenced, thanks to the support of the Virtual Record Treasury Research Project. Historian Brian Gurrin has started to study the conserved documents in order to gain a better understanding of the collection as a whole and establish the importance of these once thought lost archives and the fascinating insight they provide into the trade of Dublin Port in 1818.

“As each page of these fascinating archives is restored, another page of Irish history is returned to the public record,” noted Dr Peter Crooks, Trinity College Dublin and Academic Director of the Beyond 2022 project. “These documents provide a fascinating insight into everyday life 200 years ago – not only in Dublin, with its extensive trading network, but also across Ireland at large.”

HIGHLIGHTS OF SALVED MATERIAL

ESTABLISHMENT OF COMMISSIONER AND OFFICERS OF HIS MAJESTY’S CUSTOMS AND EXPORT DUTIES IN DUBLIN FOR QUARTER ENDING APRIL 5, 1818

Bound volume detailing names of examining inspectors of revenue buildings, secretary’s officers and officers for keeping accounts and respecting trade. Names of individuals identified include Stephen Draper, John Jacob, Henry Kingston, John Burdon, Thomas Day, Joseph Mannix, Thomas Beeby, Henry Dawson, Nathan Crampton, Daniel R Tydd, John Entisell. Ringsend, North Wall and Aston’s Quay are mentioned.

SALARY RECEIPTS

Salary receipts relating to accounts held, which had been divided into seven parcels and tied together with cotton tape.

COLLECTORS ACCOUNTS FROM DUBLIN PORT (APRIL 1818)

Receipts detailing accounts of incidents relating to the New Dock and Stores entered by the Accountant General. Honourable F.H. Hutchinson [Francis Hely] is named as collector. Names of individuals paid include John Archer (engineer), Benjamin Doorely (steam engineer), John Aird (engineer), Richard Charles and John Fagan.

STANDING INCIDENTS FOR THE QUARTER ENDING APRIL 5, 1818

Title is partially missing, but this bound volume appears to detail payments made to beneficiaries of deceased workers, listing names, positions and amounts.

SALARIES TO INSPECTORS OF FISHERIES

Large folded sheet ‘cover’, with two receipts with smaller receipt slips adhered to each with a seal.

CASH TRANSFERRED

Large folded sheet ‘cover’, with 20 receipts with smaller receipt slips adhered to each with a seal (36 folios).

ALLOWANCE TO OFFICERS IN LIEU OF FEES ON BOUNTIES

Large folded sheet ‘cover’, with 12 receipts (20 folios) with smaller receipt slips adhered to each with a wafer seal.

The salved material also includes some material which has been prioritised for conservation in the future. This includes:

DUBLIN PORT DRAWBACKS (1818)

This details drawbacks paid to brewers and distillers, revenue on loans, tillage, ale licenses, tobacco, malt, coffee - also contains correspondence regarding collections, includes two large folded separate summary account sheets.

DUBLIN PORT REPAYMENTS (1818)

This details repayments on taxes on fish, ash, pot and barilla, salt, vessels inward with wine onboard from 1804 and linen. Francis Hely Hutchinson named as collector. Other names of people and merchants identified include Hames Morris, William Steele (clerk of the postage), Richard Halpin, Howard [Rumley].

BOUNTIES ON BEEF AND PORK

Printed forms with iron gall ink text, detailing bounties paid on beef and pork exports.



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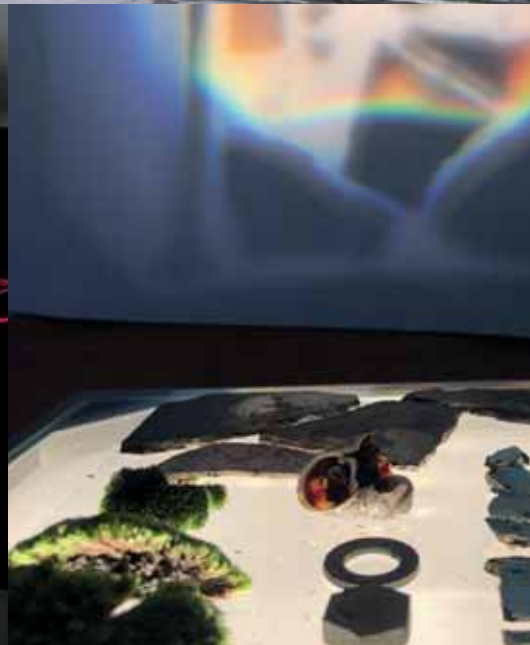


THE ART OF THE COMMUNITY



Declan McGonagle, curator of Dublin Port Company's Art, Community and Education Engagement Programme.

DUBLIN PORT COMPANY'S ART, COMMUNITY AND EDUCATION ENGAGEMENT PROGRAMME CONTINUES TO BE ONE OF THEIR STRONGEST COMMUNITY INTEGRATION PROJECTS, WITH A BUSY PROGRAMME OF EVENTS LINED UP FOR 2023.





Dublin Port Company's Art, Community and Education Engagement Programme has developed and grown since 2017, with the purpose of engaging the inhabitants of the Docklands, young and old, as well as stakeholders in Port communities and elsewhere, with themes of Port/City integration.

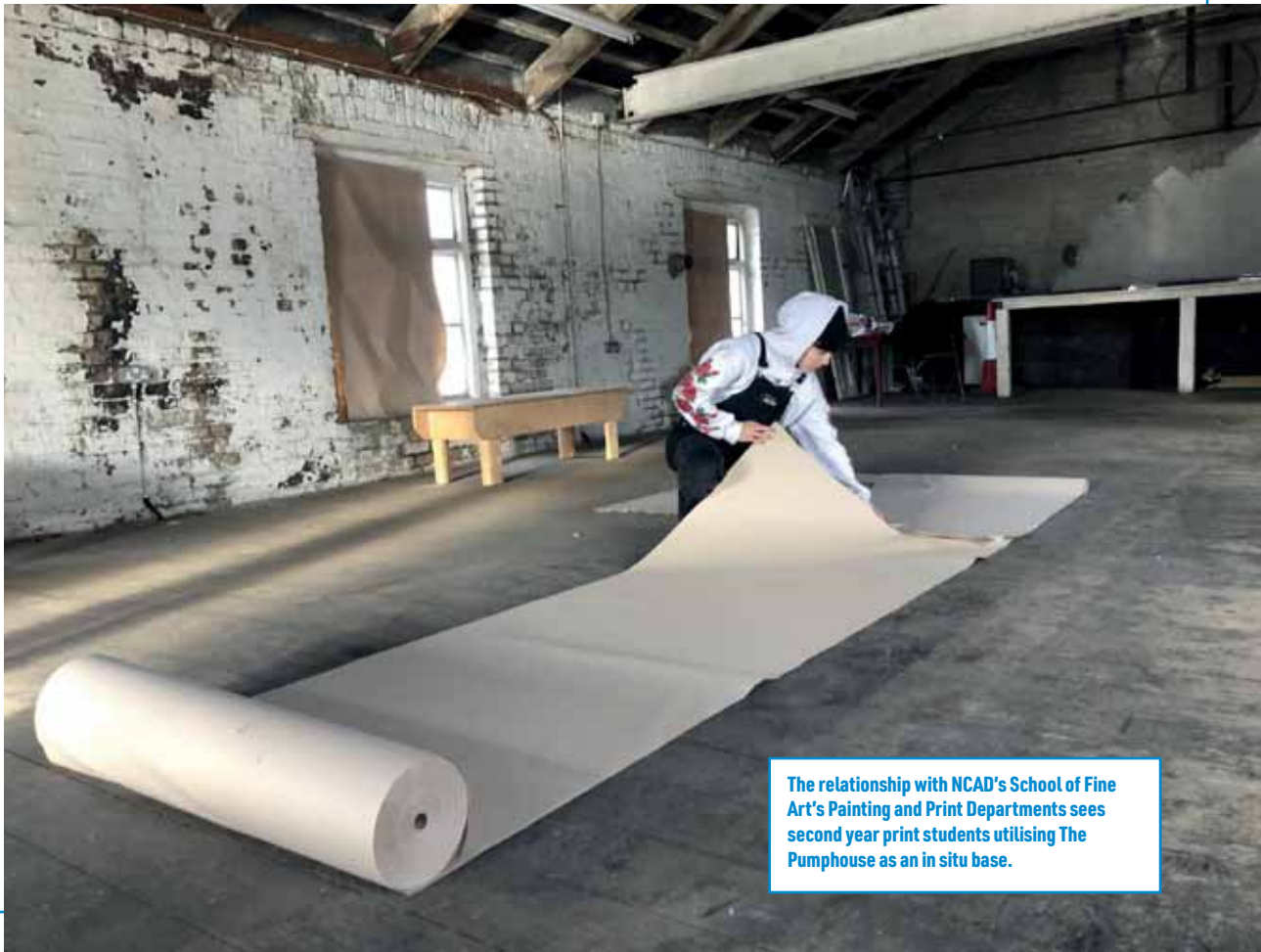
"It starts with the idea of integrating the Port and the City and the importance of the Port's history to the City," explains Declan McGonagle, curator of the Programme. "It is all based around expressions, through the visual arts, on the idea of Port/City integration. We look at the memory banks that the Port community have historically of Dublin Port and what those experiences and understandings are today in contemporary life."

Declan began working with Dublin Port Company in 2017 as a consultant on a visual arts project that saw

the works of acclaimed Belgian artist Eugeen Van Mieghem exhibited for the first time in Ireland at Dublin City Gallery The Hugh Lane. He has since curated DPC's Art, Community and Education Engagement Programme, which has grown and expanded in a number of different directions in the intervening years to become one of the company's most successful community integration projects, and one which has developed in some hugely interesting and unforeseen directions. This builds on the work with schools and communities, over many years, by Edel Currie and, latterly, the work of Lar Joye in developing the Port Archives, as a strategic resource for scholars and the public.

There are a number of different strands to the Programme, including in community and education settings, usually involving community groups and schools in the Docklands area, as well as partnerships and collaborations with a





The relationship with NCAD's School of Fine Art's Painting and Print Departments sees second year print students utilising The Pumphouse as an in situ base.

number of higher level institutions, including the School of Architecture in UCD and various departments in the National College of Art & Design (NCAD).

Initially, the Programme consisted primarily of engaging with local community centres in the areas around the Port, which continue to prove hugely successful and popular with local residents.

"Each group is led by a professional artist, who have experience of working in community settings and are qualified in a range of different visual media, from painting to photography," Declan explains. "With the heavy

involvement of students and staff from NCAD in more recent times, we will probably see a move into multi-media, including some digital and video work.

"Work takes place in the community centres, and some events have taken place in The Pumphouse. The idea is that at a certain point, we will gather all that work together and create an exhibition either in the community centres themselves, in the City Gallery or in The Pumphouse."

Throughout 2018 and 2019, the Programme expanded, Declan reveals, to a number of third level institutions, including an ecological project in 2019 with University of





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Limerick's College of Art which was based around the idea of the River Liffey and Dublin Bay as a biosphere, as well as building relationships with the School of Architecture in UCD and various departments in the National College of Art and Design. "The focus is very much on exploring the ideas of the Port's place in the City, the urban development issues around that and also the issue of community development and the role of creativity in that community development," Declan notes.

While the programme, like most of Irish life, was interrupted by the impact of Covid-19 in spring 2020, it began again in earnest in the summer of 2022.

"We reinstated the workshop programme in a variety of community centres around the Port, and also re-established relationships with UCD Architecture and a number of departments in NCAD, as well as a number of local primary schools and secondary schools, including Ringsend College secondary school in particular, whose students staged an exhibition of images in The Pumphouse in October 2022."

The expansion of the Programme has seen it grow "in all sorts of different directions," explains Declan. "The Programme is incredibly broad, stretching from the most traditional and straightforward workshops on drawing and painting techniques to new media and new techniques."

The various strands can be summarised broadly under the following themes: Community Engagement, Education Engagement, Third Level Partnerships.

COMMUNITY ENGAGEMENT

Through the Programme, Dublin Port Company has established partnerships with Community Drawing/Painting Clubs throughout the Docklands, including those in Sean O'Casey Centre, St Andrews Resource Centre, East Wall Youth Centre, Ringsend College and Ringsend & Irishtown Community Centre (RICC).

Clubs in the Sean O'Casey Centre, East Wall Youth Centre and Ringsend College have completed their first round of workshops based on Port/City themes. Indeed, students

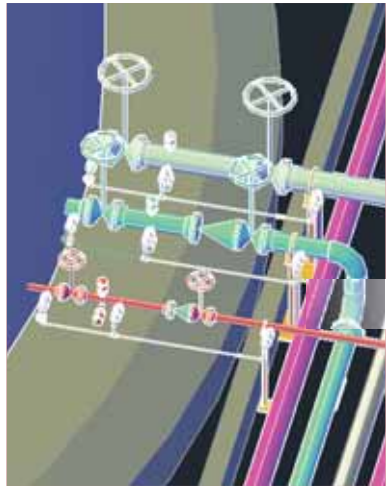


Dublin Port Company's partnership with NCAD stretches across a host of different departments, including the School of Fine Art, and has led to some innovative creations within the Port estate.

from Ringsend College exhibited drawings, prints and photographs in The Pumphouse in Oct/Nov 2022, all based on the broad themes of observing the Port, 'emotional' mapping and lived experience in relation to the Port. "Each of the other groups has produced bodies of works to date which are capable of exhibition," Declan maintains.

A new series of workshops began in St Andrews Resource Centre and Ringsend & Irishtown Community Centre in January, with the former combining visual arts and creative writing groups in association with the Fighting Words literacy project. Output may take the



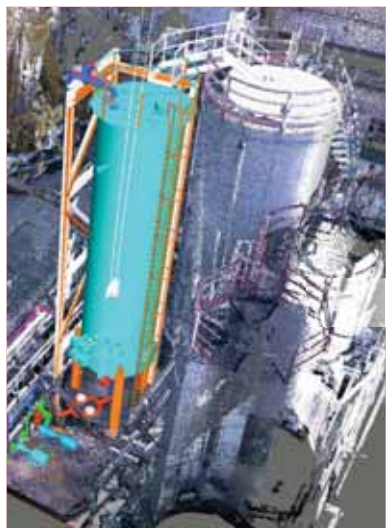


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Young people taking part in a Drawing Club workshop in East Wall Youth Centre with artist Liz Smith (ReCreate Project).

form of an exhibition and accompanying publication, combining images and words on the Port/City themes.

Workshops are led by experienced artists and, in the case of East Wall Youth Centre, by collaborative artists with the Re-Create Project centred on the use of recycled materials. Re-Create will jointly initiate an open air 'summer school' project, using recycled materials, centred on The Pumphouse and plaza, in summer 2023.

Workshops normally take place in each community centre and the intention is for some workshops also to take place in The Pumphouse, where larger scale and collective working is possible, based on the studies and table-top works already produced in each centre's workshops. Declan points out that the plan would be to organise large or small-scale exhibitions, either of works in progress or finished works, from each workshop or community engagement group.

Similarly, the Dublin Painting and Sketching Society, whose members have previously engaged in a process of open air painting/sketching days at vantage points within the Port, have exhibited finished works, based on Port themes, in Port Centre and in the Gallery at CHQ, as well as holding their own annual exhibition. The Society may also use The Pumphouse as a large 'studio' workspace for future projects and potentially an exhibition space.

THIRD LEVEL PARTNERSHIPS

Dublin Port Company's partnership with UCD's School of Architecture is one of a series of Graduate Research/ Studio Groupings on 'real' life issues, and involves a group of fifth year students working on the theme 'Building Life' and sourcing archival memory. In practice, this has led to an exploratory 'residency, with up to six students attached to The Pumphouse at any given time, with a regular presence on-site from January to May

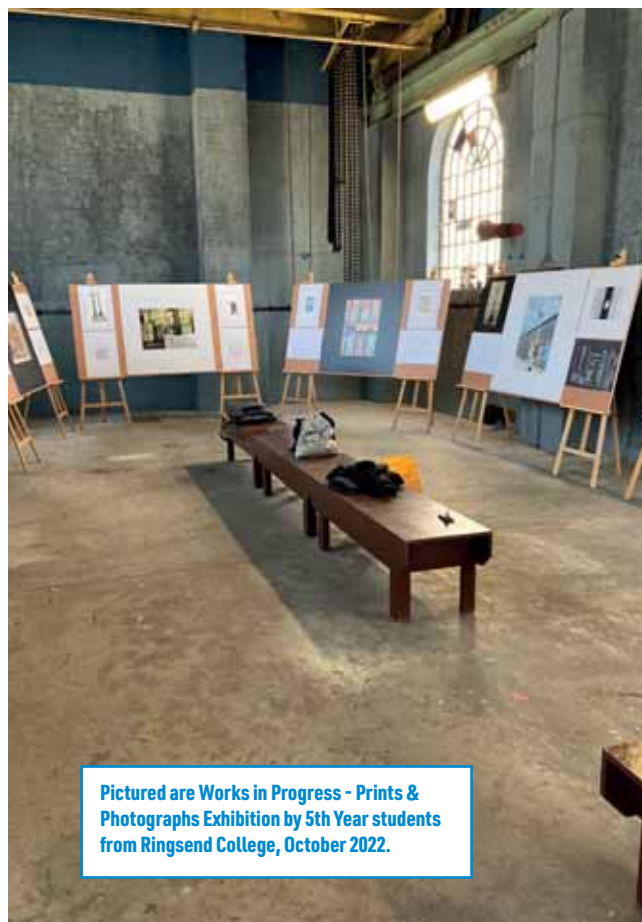
2023, with links also to the Department of Film Studies/ Time Based Media at UCD.

The relationship with NCAD's School of Fine Art's Painting and Print Departments sees second year print students utilising The Pumphouse as an *in situ* base for visual research on the working environment and archival research on visual memory of the Port, to be worked up using College facilities, as course work. The Painting Department are running a specific module developed around a presence in The Pumphouse and the wider Port area, based on non-traditional drawing techniques – including digital and multimedia.

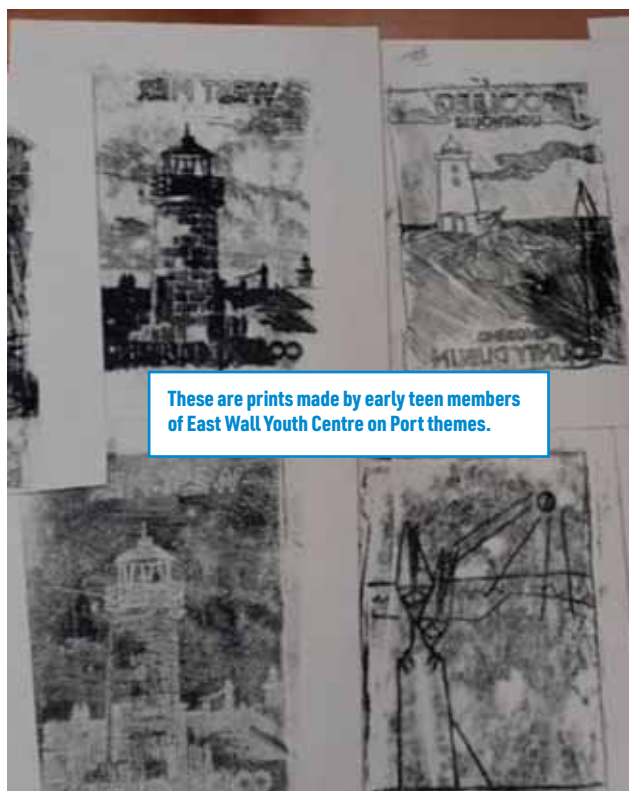
EDUCATION ENGAGEMENT AT ALL LEVELS

The Programme's partnership with NCAD stretches across a host of different departments, including the School of Fine Art and School of Education, in association with city primary schools, which crosses over into the realm of education engagement at primary level.

38 joint first year Honours student art teachers from NCAD are currently working across 18 Access primary Schools in the Dublin 1,2, and 8 areas. Content for lesson plans takes cues from the Port/City integration themes and, specifically, explores the theme of 'Belonging'. The focus, working with existing staff in the schools, is on local Port community engagement and intergenerational relations, assisted by current Engagement Programme artists, Silvia Loeffler and Janine Davidson.



Pictured are Works in Progress - Prints & Photographs Exhibition by 5th Year students from Ringsend College, October 2022.



These are prints made by early teen members of East Wall Youth Centre on Port themes.

Dublin Port Company has made The Pumphouse available for many of these projects, with workshops taking place in The Pumphouse at regular intervals. RTE 2's 'This Is Art' programme filed a school workshop with an art teacher and students in January 2023 on-site in The Pumphouse.

Primary Schools involved over the period include Central Model Senior School, Gaelscoil Choláiste Mhuire, Rutland National School, St Laurence O'Toole's National School for boys & girls, Our Lady Star of the Sea, Gardiner St Convent School, St Patrick's Boys National School in Ringsend and St Joseph's Co-ed Primary School in East Wall.

At second level, the Programme engages regularly with students at Ringsend College, most recently on their exhibition of drawings, photos and prints in The Pumphouse in October 2022, which proved incredibly successful.

COMMUNITY REACTION

The Programme has really struck a collective chord with the public since its humble beginnings in 2017. "There is terrific engagement for this Programme," Declan explains. "Each of the community centres we work with has been extremely welcoming and Dublin Port Company has provided incredible supports in terms of materials, access etc. With some of the younger groups from St Andrew's Resource Centre, we organised trips to the National Gallery, so they could see other types of artworks and respond to that in their own workshops.

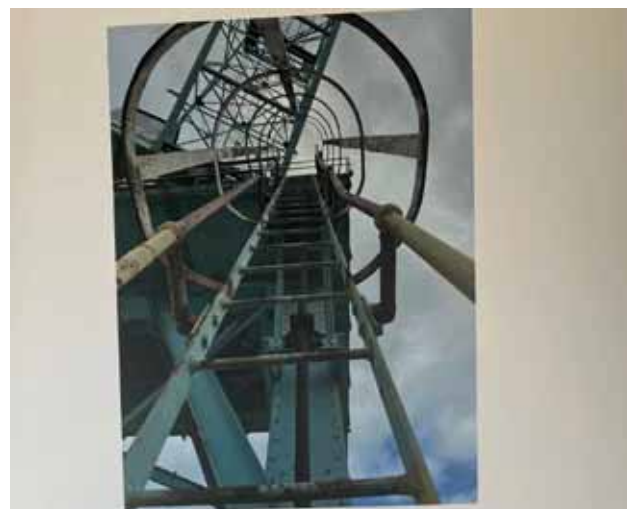
"This Programme has been very well received in the communities. The work that has been produced has been

terrific and whenever we have exhibited, we have had an incredibly positive response."

Notably, the various strands of the Programme have engaged people across the age spectrum, from primary school age to retired members of the community, something which Declan is proud of.

"One of the things we are developing this year is some inter-generational activity between younger and older age groups. We are going to connect the younger, primary school generation with some of the older generations and have them work jointly on some workshop activity around port themes in The Pumphouse, so they will share ideas, stories and working processes. There will hopefully be a skills transfer, where people will learn new skills, from traditional to very modern."

The future for the Programme looks very bright indeed, as Declan explains. "Covid punched a hole in everyone's momentum up to summer 2022 but since then we have been incrementally recreating the programme and building momentum right across 2023 with a host of workshops and events, many taking place in the Port itself in The Pumphouse and the plaza."



Fifth year students from Ringsend College have really engaged with the Programme and its workshops.



DUBLIN PORT ENJOYS A STRONG 2022

DUBLIN PORT SAW STRONG IMPORTS AND EXPORTS IN 2022 DESPITE GEOPOLITICAL EVENTS, WITH FINAL YEAR TRADE FIGURES REVEALING A 5.2% INCREASE IN VOLUMES TO 37 MILLION TONNES.

Overall volumes at Dublin Port rose by 5.2% to 36.8 million gross tonnes in 2022, up from 34.9 million in 2021, according to full year trade figures for 2022.

Strong growth was seen across both imports and exports, with imports up +4.9% (+1 million gross tonnes) and exports up +5.8% (+792,000 gross tonnes) for 2022. Despite the backdrop of geopolitical events heavily impacting international supply chains, including war in Ukraine and Covid-19, the latest figures show a strong performance.

It is encouraging to note that the strong recovery in trade during 2022 means that overall volumes are now back to within 3.6% of pre-Covid/Brexit figures (38.1 million gross tonnes in 2019), and remain far ahead of 2007 levels, before Ireland fell into recession (+18.8%, equating to a rise of 5.8 million gross tonnes).

"Growth of +5.2% in 2022 represents a strong and robust performance for Dublin Port," noted Barry O'Connell, CEO, Dublin Port Company. "This has been achieved against the backdrop of an uncertain operating environment for ports, influenced by geopolitical events, including war in Ukraine, inflationary pressures affecting consumer demand, and the ongoing effects of Covid-19. At almost 37 million tonnes, throughput is now back to within 3.6% of the volumes handled in Dublin Port's last record year of 2019, pre-Brexit and pre-Covid 19."

RO-RO AND LO-LO STATISTICS

81% of Dublin Port's volumes are in the Ro-Ro and Lo-Lo modes and there were contrasting outcomes in these two modes in 2022. The number of Ro-Ro units rose by +4.3% or 41,400 trailers, but this was offset by a decrease in Lo-Lo units of -2.8% or 13,000 containers.

These figures are significantly changed on 2021 volumes, where Ro-Ro units had fallen by -9.3%, and

Lo-Lo units had risen by +10.2%, reflecting a reversal of the trend seen in 2021 where elements of trade shifted from RoRo to LoLo in the immediate aftermath of Brexit.

Overall unitised volumes (Ro-Ro and Lo-Lo combined) increased by +2% or 28,000 units.

Following a strong 2021, trade vehicle imports again increased in 2022, rising by +8.1% to 89,100 vehicles, perhaps indicative of some recovery in car manufacturing supply chains.

| | 2022 | Change in the year | % change | |
|--------------|-----------------|--------------------|----------|---|
| Gross tonnes | 36.8 million | +1.8 million | +5.2% | ▲ |
| Ro-Ro | 1,003,066 units | +41,423 units | +4.3% | ▲ |
| Lo-Lo | 455,849 units | -13,168 units | -2.8% | ▼ |
| Unitised | 1,458,915 units | +28,255 units | +2.0% | ▲ |

While the lingering effects of Covid-19 were felt across 2021, impacting Dublin Port's passenger business, numbers rebounded strongly in 2022. Passenger numbers doubled to nearly 1.69 million, almost reaching numbers seen pre-pandemic and pre-Brexit in 2019 (1.9 million).

| | 2022 | Change in the year | % change | |
|------------------|-----------|--------------------|----------|---|
| Ferry passengers | 1,685,746 | +840,493 | +99.4% | ▲ |

Dublin Port's end-of-year trade figures also point to how trends are shifting in international shipping following Brexit. While overall unitised volumes are back to within 2.2% of 2019 Pre-Covid / Pre-Brexit levels, there has been a shift in volumes from Ro-Ro to Lo-Lo, with Ro-Ro volumes down by 5.3% and Lo-Lo volumes up by 5.3%. Ro-Ro volumes on direct European services have grown by 64.4%, while services on GB routes have fallen by -17.8%.

"While Dublin Port's unitised volumes are back to within about 2% of these record levels and the volume of oil imports reached a new record, Lo-Lo import volumes

dipped,” noted Barry O’Connell. “The drop in volumes is in line with trends seen across the international shipping sector and primarily due to a reduction in Far East imports following the Covid-19 lockdowns in China, coupled with general economic downturn. That said, closer to home, Lo-Lo import volumes on direct routes from European ports continue to hold up quite strongly, and it also reassuring to see the rebound in passenger numbers through Dublin Port.”

BULK COMMODITIES

19% of Dublin Port’s volumes are in the bulk commodity modes and these grew substantially by +14.6% during 2022, compared with a marginal increase of +2.1% seen in 2021 vs 2020.

Of these bulk commodities:

- Bulk Liquids, primarily petroleum imports, grew particularly strongly by +19.7% to 4.7 million gross tonnes. This represents a record year and is up +1.1% on 2019 figures.
- While December 2022 saw a significant fall in Bulk Solids volumes (-31.9%), strong growth over the summer months meant figures still surpassed total 2021 volumes by +5.2%. This growth was driven primarily by animal feed imports and cement fines exports.

- Overall, bulk commodities increased by +14.6% to more than 6.8 million tonnes.

| | 2022 | Change in the year | % change | |
|------------------|------------------|--------------------|----------|---|
| Bulk commodities | 6,855,000 tonnes | +874,000 tonnes | +14.6% |  |

“With volumes on direct European services continuing to grow, the trend towards driver unaccompanied freight requires more land to service European freight routes to Dublin,” concluded Barry O’Connell. “Our focus, therefore, remains on maximising land use within the current footprint, and the recovery of nearly 15 hectares of lands given over to deal with Brexit checks is an immediate priority, as well as delivering on the final Masterplan project, the 3FM Project, to maximise port lands in the south port along the Poolbeg Peninsula. We will shortly be publishing details of the 3FM Project design for public viewing before preparing the planning application to An Bord Pleanála later this year.”



OVERALL VOLUMES AT DUBLIN PORT ROSE BY 5.2%

2022 FULL YEAR TRADE RESULTS

| | YTD 2022 | YTD 2021 | % change |
|--------------------------------------|------------------|------------------|---------------|
| Overall tonnage ('000 tonnes) | | | |
| Imports | 22,234 | 21,202 | +4.9% |
| Exports | 14,519 | 13,727 | +5.8% |
| Total | 36,753 | 34,929 | +5.2% |
| Unitised trade | | | |
| RoRo units | 1,003,066 | 961,643 | +4.3% |
| LoLo units | 455,849 | 469,017 | -2.8% |
| Total units | 1,458,915 | 1,430,660 | +2.0% |
| LoLo TEU | 823,399 | 842,834 | -2.3% |
| Trade Vehicles | 89,106 | 82,457 | +8.1% |
| Bulk trade ('000 tonnes) | | | |
| Bulk Liquid | 4,715 | 3,938 | +19.7% |
| Bulk Solid | 2,076 | 1,974 | +5.2% |
| Break Bulk | 64 | 69 | -7.7% |
| Total bulk commodities | 6,855 | 5,981 | +14.6% |
| Ferry traffic | | | |
| Passengers* | 1,685,746 | 845,253 | +99.4% |
| Tourist vehicles | 499,498 | 251,938 | +98.3% |

* Includes HGV drivers

+5.8%



EXPORTS

+4.3%



RORO UNITS

+4.9%



IMPORTS

+8.1%



TRADE VEHICLES

+99.4%



PASSENGERS

+98.3%



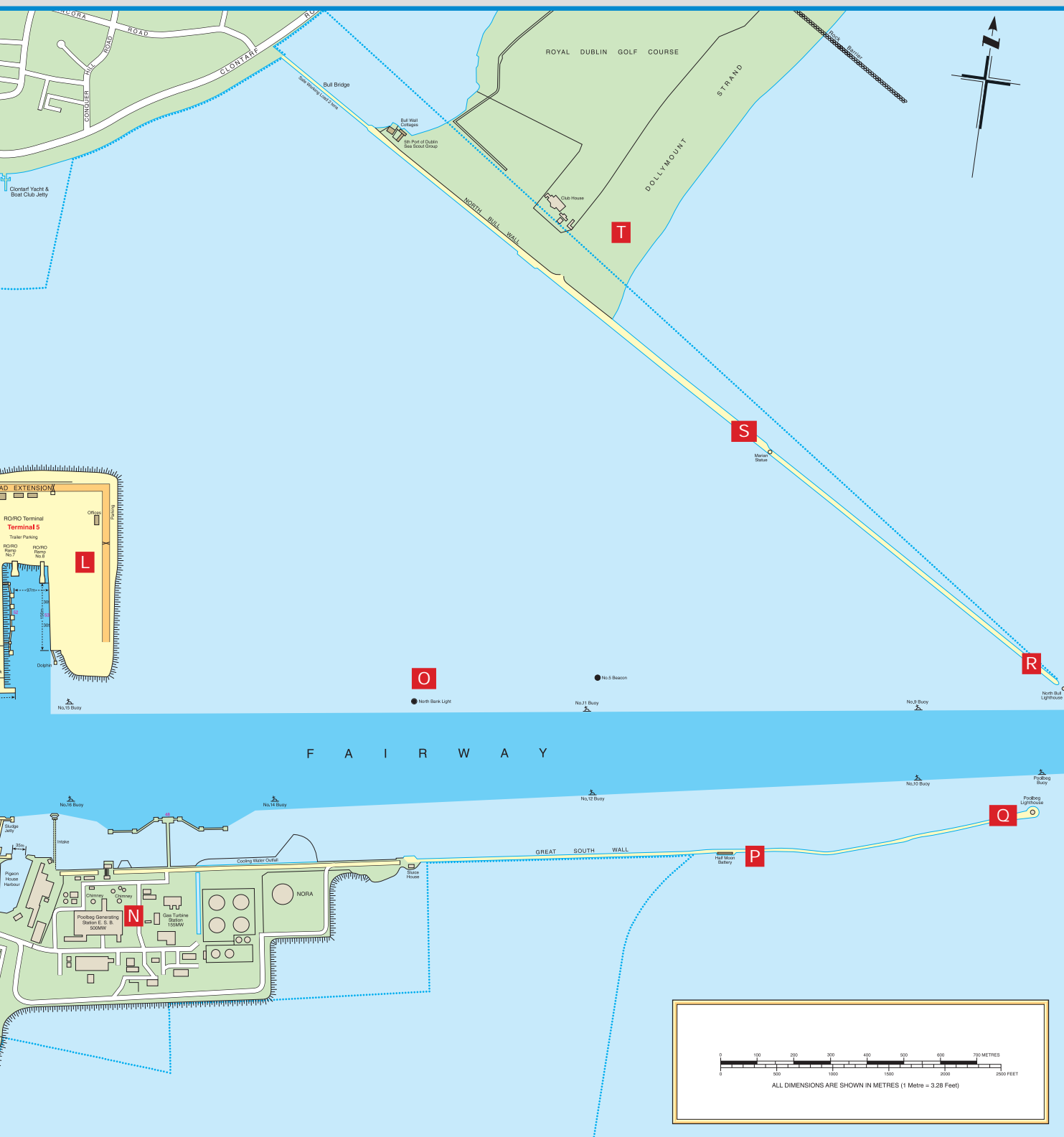
TOURIST VEHICLES

MAP OF DUBLIN PORT

DUBLIN PORT IS A 260 HECTARE AREA SPANNING BOTH NORTH AND SOUTH BANKS OF THE RIVER LIFFEY.



- | | | |
|--|---|--------------------------------|
| A Dublin Port Company HQ | H Alexandra Quay West: LoLo | O North Bank Lighthouse |
| B The Substation | I DFT | P Great South Wall |
| C Pumphouse Heritage Area | J Terminal 2: RoRo - Stena Line | Q Poolbeg Lighthouse |
| D Terminal 3 & 4: RoRo - Seatruck | K Terminal 1: RoRo - Irish Ferries | R North Bull Lighthouse |
| E Dry Bulk Area | L Terminal 5: RoRo - P&O | S North Bull Wall |
| F North Wall Lighthouse | M LoLo Marine Terminals | T Bull Island |
| G Ocean Pier West | N ESB Chimneys | |



PORT FACILITIES & SERVICES

DUBLIN PORT COMPANY (UNDER THE HARBOURS ACT, 1996) VESTED ON MARCH 3, 1997.

LIMITS OF DUBLIN PORT

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

ANCHORAGE

Dublin Bay Anchorage is centred on 53°18.'81N 006°04.'98W with a 0.5nm radius, the anchorage is divided into four quadrants, numbered 1-4. Depths range from 12 to 18m CD with a seabed of sand over stiff marl. Attention is drawn to the proximity of a submarine cable passing close north of the anchorage and the proximity to the seasonal yacht racing marks. The anchorage is very exposed and untenable during strong gale force winds and particularly in easterly gales; during these conditions shelter must be found elsewhere.

APPROACH AND BERTHAGE

All vessels intending to visit Dublin Port or transit the jurisdiction should refer to the Dublin Port Notices to Mariners, Admiralty Chart 1415 / 1447 and relevant nautical publications for the area. Here they will find all relevant information relating to the safe navigation within the jurisdiction.

The approach to the harbour of Dublin is well lit and of easy access. There is a buoyed channel marking the entrance to the Port which is currently declared at a depth of 9.4 metres; this declared depth extends up to VTS. West of VTS, the depth decreases to 8.4 metres and continues to decrease further beyond berth 36. For further information on depths refer to NTM 12. Vessels arriving into the jurisdiction should proceed via the Traffic Separation Scheme. This Scheme comprises of two elements, an inward and outward lane at the North Burford and similar at the South Burford. All craft are required to follow a Traffic Separation Scheme to stay within the lanes.

Dublin Port operates a Vessel Traffic Service; all vessels arriving into the jurisdiction should contact VTS on Ch 12.

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

The latest declared depths on each berth and in the channel are listed in the Notices to Mariners on the Dublin Port Company website.

PILOTAGE

Dublin Port Company is the pilotage authority for the Dublin Pilotage District. The limits of the compulsory Pilotage District are the waters of the River Liffey below Matt Talbot Memorial Bridge and so much of the sea westward of the sixth meridian West longitude as lies between the parallels of latitude passing through the Baily Lighthouse on the North and through Sorrento Point on the South, including all bays, creeks and harbours and all tidal and enclosed docks within such area and this includes Dun Laoghaire Harbour. 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 VTS operates VHF channel 12.

To request a Pilot, the Ship's Agent/Representative should submit the request for a pilot to the Shipping Desk via the Port Management Shipping Information System.

TOWAGE

Dublin Port Company operates two tugs, the Shackleton and the Beaufort, with twin Voith propellers and are 53 tonne bollard pull. The tugs also have a fire fighting capacity.

To request towage, the Ship's Agent/Representative should submit the request for a tug to the Shipping Desk via the Port Management Shipping Information System.

Towage is also offered by Purple Water Towing Ltd who have a LR Escort Fi Fi 1 Azimuth tug, the Giano. For more information, visit www.purpletowing.com, or call +353 (0) 83 1191137 (0:800-20:00) or Master of the Giano Tug +353 (0) 83 0110056 (24 hours).

STEVEDORING

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

| | |
|------------------|--------------------------------|
| Seatruck Ferries | Dublin Ferry Terminal |
| Irish Ferries | Marine Terminals Limited (MTL) |
| P&O Ferries | Dublin Stevedores |
| Stena Line | Doyle Shipping Group (DSG) |

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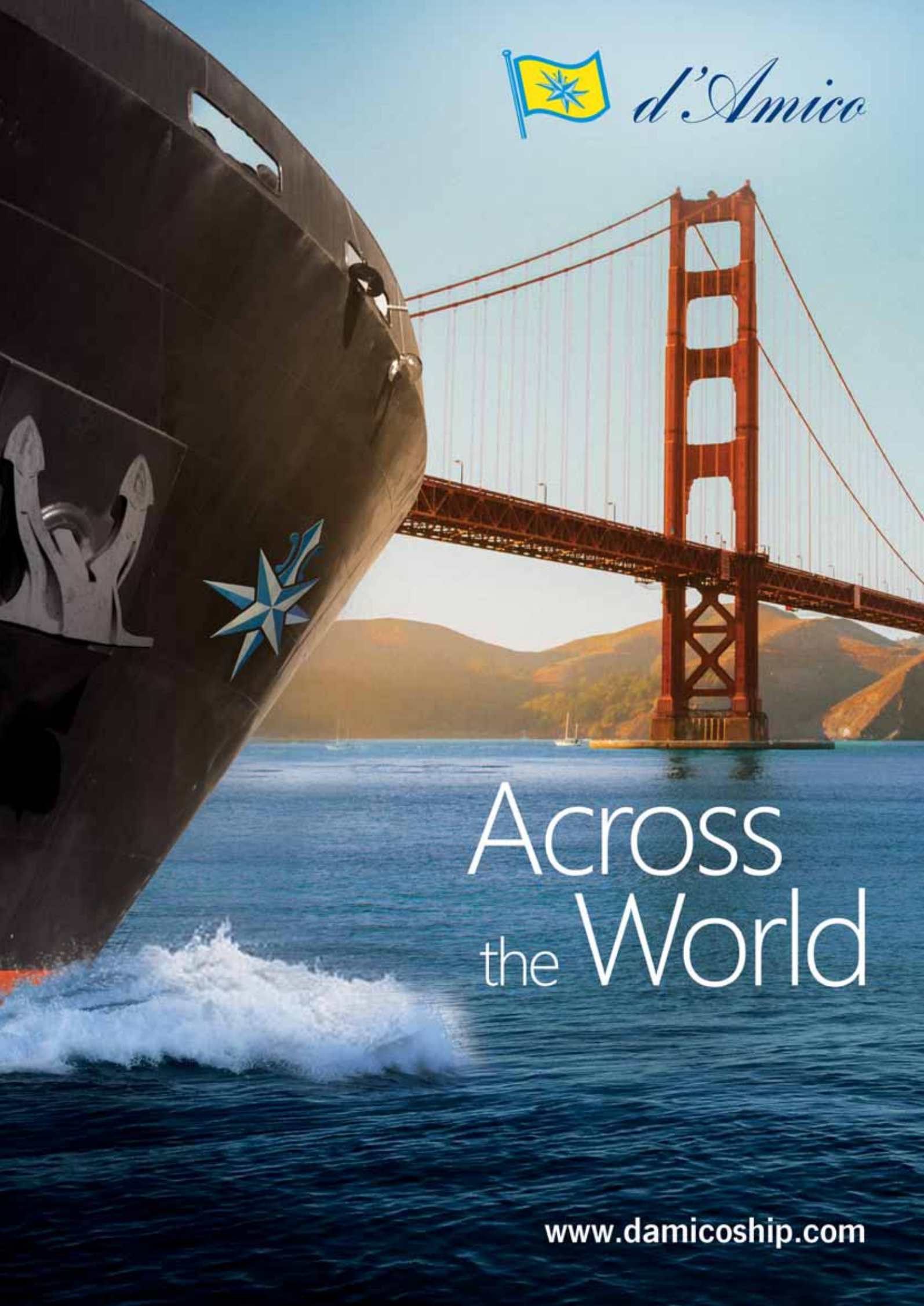
RO-RO TERMINALS

| Terminal | Operator | Berth Details | Facility Details | Contact Details |
|----------|--|--|--|--|
| T1 | Irish Ferries | Berth No.49 Length 213m Depth at L.A.T. 11m standard | No. 5 ramp Two Tier Ramp 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 | +353 1 607 5700 www.irishferries.com |
| T1 | Irish Ferries | Berth No. 51A Length 190m Depth at L.A.T. 8m standard | No. 9 ramp Single Tier Ramp Length of Shore Ramp 45m Width of Ramp 20m Maximum Vehicle Load 180 tonnes | +353 1 607 5700 www.irishferries.com |
| T1 | Isle of Man Steam Packet Company | Details as above | Details as above | 00 44 8722 992992* www.steam-packet.com |
| T2 | Stena Line | Berth No. 51 Length 205m Depth at L.A.T. 8m standard | Ramp No. 1 Two Tier Ramp Upper Deck Length of Shore Ramp 49m Width of Shore Ramp 12m Maximum Vehicle Load 40 tonnes Lower Deck Length of Shore Ramp 46m Width of Shore Ramp 20m Maximum Vehicle Load 180 tonnes | 048 90 786 062 www.stenaline.ie |
| T5 | P&O Ferries | Berth No. 52 Length 200m Depth at L.A.T. 8m standard | Ramp No. 7 Single Tier Ramp Length of Shore Ramp 35m Width of Shore Ramp 20m at ship end Maximum Vehicle Load 180 tonnes | +353 1 876 2345 www.poferries.com |

* Calls to this number are charged at 11 pence per minute, plus your telephone company's access charge.



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RO-RO TERMINALS

| Terminal | Operator | Berth Details | Facility Details | Contact Details |
|------------|------------------|---|---|--|
| T4 | Seatruck Ferries | Berth No. 26 Length 156m Depth at L.A.T. 5.9m Standard Depth | Ramp No. 7 Single Tier Ramp Length of Shore Ramp 60m Width of Shore Ramp 30m at ship end Maximum Vehicle Load 220 tonnes | +353 1 823 0492 www.seatruckferries.com |
| T4 | Seatruck Ferries | Berth No. 27 Length 156m Depth at L.A.T. 5.9m Standard Depth | Ramp No. 8 Single Tier Ramp Length of Shore Ramp 60m Width of Shore Ramp 30m at ship end Maximum Vehicle Load 220 tonnes | +353 1 823 0492 www.seatruckferries.com |
| Ocean Pier | CLdN ro ro SA | Berth No. 36/37 Length 200m Depth at L.A.T. 10.3m Standard Depth | Ramp No. 2 Single Tier Ramp Length of Shore Ramp 60m floating Linkspan Width of Shore Ramp 31m Maximum Vehicle Load 200 tonnes | +353 1 856 1608 www.cldn.com |

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



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LO-LO TERMINALS

| Terminal | Operator | Berth Details | Facility Details | Contact Details |
|----------------------------|----------------------------|---|--|---|
| Dublin Ferryport Terminals | DFT | Berth No's 50 & 50A Total Berth Lengths 580m Depth at L.A.T. 9.00-11.00m standard | Cranes 3 x 40 tonnes STS gantry cranes Secondary Handling equipment 12 x 40 tonnes RTG cranes 2 x 45 tonnes Reachstacker 4 x 18 tonne Empty Container Handlers 325 Reefer points | +353 1 607 5713 info@dft.ie |
| Marine Terminals Ltd | MTL | Berth No's 41,42,43,44,45 Total Berth Lengths 700m Depth at L.A.T. 8.50-11.00m standard | Cranes 3 x 45 tonne Ship to Shore Gantry Second-handling equipment 4 x 40 tonne RMG Reefer Points 270 3 x Empty Container Handler 1 x Full Container Mobile Handler 6 Shunts & Trailers | +353 1 618 5417 www.peelports.com |
| Ocean Pier | Doyle Shipping Group (DSG) | Berth No.'s 32,33,38,39,40 Total Berth Length 900m Depth at L.A.T. 10m | Cranes 1 x STS 45 Ton Panamax Capacity 3 x 400 mobile (104 tonnes SWL) 2 x 250 mobile (65 tonnes SWL) 12 x RTG's Second-handling equipment 4 reachstackers 48 Terminal Tractors 18 Novatech Flexmasters Reefer points 336 Warehousing 300,000sq feet | +353 1 819 2600 www.doyleshipping.ie |



BULK

| Terminal | Operator | Berth Details | Facility Details | Contact Details |
|---------------------------------------|-------------|------------------------------------|---|--------------------------------------|
| Ocean Pier Dry Bulk/ Break Bulk | Common User | Berth No's 28,29,30,31,32,33,34 | Cranes 2 x 400 mobile (104 tonnes SWL) 1 x 420 mobile (120 tonnes SWL) 2 x 250 mobile (65 tonnes SWL) | +353 1 887 6000 www.dublinport.ie |
| South Bank Quay | Common User | Berth 46 & 47 | Cranes 1 x 250 mobile (65 tonnes SWL) 1 x 280 mobile (84 tonnes SWL) | +353 1 887 6000 www.dublinport.ie |
| Liquid Bulk | Common User | Berths Oil No's 1, 2, 3 & 4 | 30 Hectare oil zone storage capacity 330,000 tonnes facilities for handling oil products, bitumen and liquid petroleum gases linked to a common user pipe line system. | +353 1 887 6000 www.dublinport.ie |
| Alexandra Basin East | Common User | Berths 38, 39, 40 | Cranes 2 x 400 mobile (104 tonnes SWL) 1 x 420 mobile (120 tonnes SWL) 2 x 250 mobile (65 tonnes SWL) 1 x Container Gantry (40 tonne SWL) | +353 1 887 6000 www.dublinport.ie |



CRUISE

| Terminal | Operator | Berth Details | Facility Details | Contact Details |
|-------------------|----------|---|------------------|--------------------------------------|
| Cruise Tourism | Various | Berth 18 Smaller vessels can berth West of Tom Clarke Bridge close to the city. | | +353 1 887 6000 www.dublinport.ie |

RO-RO SCHEDULE

IRISH FERRIES

| Ferry | Port | Sailings Per Day | Arrival Times Dublin | Departure Times Dublin | Terminal |
|--|-----------|------------------|--|--|------------|
| Ulysses (Passenger & Freight) Tel: +353 (0)818 22 15 60 | Holyhead | TBC | Visit www.irishferriesfreight.com | Visit www.irishferriesfreight.com | Terminal 1 |
| Swift (Passenger & Freight) Tel: +353 (0)818 22 15 60 | Holyhead | TBC | Visit www.irishferriesfreight.com | Visit www.irishferriesfreight.com | Terminal 1 |
| W.B. Yeats (Passenger & Freight) Tel: +353 (0)818 22 15 60 | Holyhead | TBC | Visit www.irishferriesfreight.com | Visit www.irishferriesfreight.com | Terminal 1 |
| | Cherbourg | TBC | Visit www.irishferriesfreight.com | Visit www.irishferriesfreight.com | Terminal 1 |
| Epsilon (Passenger & Freight) Tel: +353 (0)818 22 15 60 | Holyhead | TBC | Visit www.irishferriesfreight.com | Visit www.irishferriesfreight.com | Terminal 1 |
| | Cherbourg | TBC | Visit www.irishferriesfreight.com | Visit www.irishferriesfreight.com | Terminal 1 |

STENA LINE

| Ferry | Port | Sailings Per Day | Arrival Times Dublin | Departure Times Dublin | Terminal |
|--|----------|------------------|----------------------|------------------------|------------|
| Stena Estrid (Passengers & Freight) Freight Tel: 048 90 786 062 Passengers Tel: +353 1 907 5555 | Holyhead | 2 | 12.15 23.45 | 14.45 02.15 | Terminal 2 |
| Stena Adventurer (Passengers & Freight) Freight Tel: 048 90 786 062 Passengers Tel: +353 1 907 5555 | | 2 | 05.30 18.00 | 08.15 20.30 | Terminal 2 |

P&O FERRIES

| Ferry | Port | Sailings Per Day | Arrival Times Dublin | Departure Times Dublin | Terminal |
|--|-----------|------------------|----------------------|------------------------|------------|
| Norbank & Norbay (Freight) Tel: +353 1 876 2345 (Passengers) Tel: +353 1 407 3434 | Liverpool | 2 | 05.15 17.00 | 09.00 21.30 | Terminal 5 |

Terminals 1 & 2

Terminal 4

Terminal 5

Ocean Pier

Ferryport, Alexandra Road, Dublin Port, Dublin 1

Tolka Quay Road, Dublin Port, Dublin 1

Alexandra Road Extension, Dublin Port, Dublin 1

Branch Road North, Alexandra Road, Dublin Port, Dublin 1

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

RO-RO SCHEDULE

ISLE OF MAN STEAM PACKET COMPANY

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

SEATRUCK FERRIES

| Ferry | Port | Sailings Per Day | Arrival Times Dublin | Departure Times Dublin | Terminal |
|--|-----------|---------------------------------|---|--|------------|
| Cruise Ferry (Freight) Tel: + 353 1 823 0492 | Liverpool | 3 sailings per day (Tue to Sat) | 6.00 (Tue to Sat) 16.15 (Tue to Sat) 22.20 (Tue to Sat) | 03.30 (Tue to Sat) 12.00 (Tue to Sat) 21.15 (Tue to Sat) | Terminal 4 |
| | | 1 sailing per day (Sun & Mon) | 07.00 (Sun & Mon) | 20.30 (Sun & Mon) | |
| | Heysham | 6 sailings per week | 10.40 (Tue to Sun) | 14.00 (Mon to Sat) | Terminal 4 |

CLDN RO RO SA

| Ferry | Port | Sailings Per Week | Arrival Times Dublin | Departure Times Dublin | Terminal |
|--------------------|-----------|---------------------|---|---|------------|
| ConRo Ferry | Zeebrugge | 3 sailings per week | 06.00 (Saturday) 08.00 (Sunday) 14.00 (Thursday) | 19.00 (Tuesday) 13.00 (Friday) 20.00 (Sunday) | Ocean Pier |
| | Rotterdam | 5 sailings per week | 07.00 (Monday) 10.00 (Monday) 12.00 (Wednesday) 05.00 (Thursday) 14.00 (Saturday) | 20.00 (Monday) 20.00 (Wednesday) 13.00 (Thursday) 13.00 (Saturday) 12.00 (Sunday) | Ocean Pier |
| | Santander | 1 sailing per week | 07.00 (Tuesday) | 13.00 (Tuesday) | Ocean Pier |

Terminals 1 & 2

Terminal 4

Terminal 5

Ocean Pier

Ferryport, Alexandra Road, Dublin Port, Dublin 1

Tolka Quay Road, Dublin Port, Dublin 1

Alexandra Road Extension, Dublin Port, Dublin 1

Branch Road North, Alexandra Road, Dublin Port, Dublin 1

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

LO-LO SCHEDULE

EUROPEAN

| Country | Port | Frequency | Agent | Line | Contact Details |
|-------------|--|-------------------|---|----------------------------------|-----------------|
| Belgium | Antwerp (Exports only) Zeebrugge | 2 sailings weekly | Seabridge Liner Agencies DSG Jenkinson Agencies Seabridge Liner Agencies DSG | BG Freight Line | +353 1 803 8700 |
| | | 3 sailings weekly | | Eucon | +353 1 607 5555 |
| | | 1 sailing weekly | | MSC | +353 1 294 8704 |
| | | 1 sailing weekly | | Cosco Shipping Lines | +353 1 678 7398 |
| | | 1 sailing weekly | | X-Press | +353 1 819 2600 |
| | | 1 sailing weekly | | Borchard Lines | +353 1 816 3500 |
| | | 1 sailing weekly | | Cosco Shipping Lines | +353 1 678 7398 |
| | | 1 sailing weekly | | X-Press | +353 1 819 2600 |
| | | 1 sailing weekly | | Borchard Lines | +353 1 816 3500 |
| | | 1 sailing weekly | | X-Press | +353 1 819 2600 |
| Cyprus | Limassol | 1 sailing weekly | Jenkinson Agencies | Borchard Lines | +353 1 816 3500 |
| France | Le Havre | 1 sailing weekly | DSG | X-Press | +353 1 819 2600 |
| | | 1 sailing weekly | | MSC | +353 1 294 8704 |
| Italy | Salerno | 1 sailing weekly | Jenkinson Agencies | Borchard Lines | +353 1 816 3500 |
| Netherlands | Amsterdam Rotterdam | 1 sailing weekly | DFDS DFDS DFDS Eucon X-Press Containerships – CMA CGM Gmbh Samskip BG Freight Line Cosco Shipping Lines Unifeeder | Samskip | +353 1 631 0900 |
| | | 1 sailing weekly | | DFDS | +353 1 812 9400 |
| | | 4 sailings weekly | | DFDS | +353 1 812 9400 |
| | | 3 sailings weekly | | Eucon | +353 1 607 5555 |
| | | 1 sailing weekly | | X-Press | +353 1 819 2600 |
| | | 2 sailings weekly | | Containerships – CMA CGM Gmbh | +353 1 887 7437 |
| | | 3 sailings weekly | | Samskip | +353 1 631 0900 |
| | | 4 sailings weekly | | BG Freight Line | +353 1 803 8700 |
| | | 1 sailing weekly | | Cosco Shipping Lines | +353 1 678 7398 |
| | | 1 sailing weekly | | Unifeeder | +353 1 819 2600 |
| Portugal | Leixoes | 1 sailing weekly | Containerships - CMA CGM Gmbh Jenkinson Agencies Containerships - CMA CGM Gmbh | Containerships – CMA CGM Gmbh | +353 1 887 7437 |
| | | 1 sailing weekly | | Borchard Lines | +353 1 816 3500 |
| | Setubal | 1 sailing weekly | | Containerships – CMA CGM Gmbh | +353 1 887 7437 |
| | | 1 sailing weekly | | CMA CGM Gmbh | +353 1 887 7437 |
| Spain | Bilbao | 1 sailing weekly | DFDS | DFDS | +353 1 812 9400 |
| | | 1 sailing weekly | | Containerships – CMA CGM Gmbh | +353 1 887 7437 |
| | Cartagena | 1 sailing weekly | Containerships - CMA CGM Gmbh | Containerships - CMA CGM Gmbh | +353 1 887 7437 |
| | | 1 sailing weekly | | Containerships - CMA CGM Gmbh | +353 1 887 7437 |
| | Castellon Cadiz | 1 sailing weekly | Jenkinson Agencies | Borchard Lines | +353 1 816 3500 |
| | | 1 sailing weekly | | Containerships - CMA CGM Gmbh | +353 1 887 7437 |
| | Valencia | 1 sailing weekly | Containerships - CMA CGM Gmbh | Containerships - CMA CGM Gmbh | +353 1 887 7437 |
| | | 1 sailing weekly | | Containerships - CMA CGM Gmbh | +353 1 887 7437 |
| Turkey | Mersin Izmir | 1 sailing weekly | Jenkinson Agencies | Borchard Lines | +353 1 816 3500 |
| | | 1 sailing weekly | Jenkinson Agencies | Borchard Lines | +353 1 816 3500 |

IRISH SEA

| Country | Port | Frequency | Agent | Line | Contact Details |
|---------|--|-------------------|---|----------------------------------|-----------------|
| UK | Liverpool (Imports only) Southampton | 2 sailings weekly | Containerships - CMA CGM Gmbh Jenkinson Agencies DSG | BG Freight Line | +353 1 803 8700 |
| | | 4 sailings weekly | | Containerships – CMA CGM Gmbh | +353 1 887 7437 |
| | | 1 sailing weekly | | Borchard Lines | +353 1 816 3500 |
| | | 1 sailing weekly | | X-Press | +353 1 819 2600 |

NON-EUROPEAN

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



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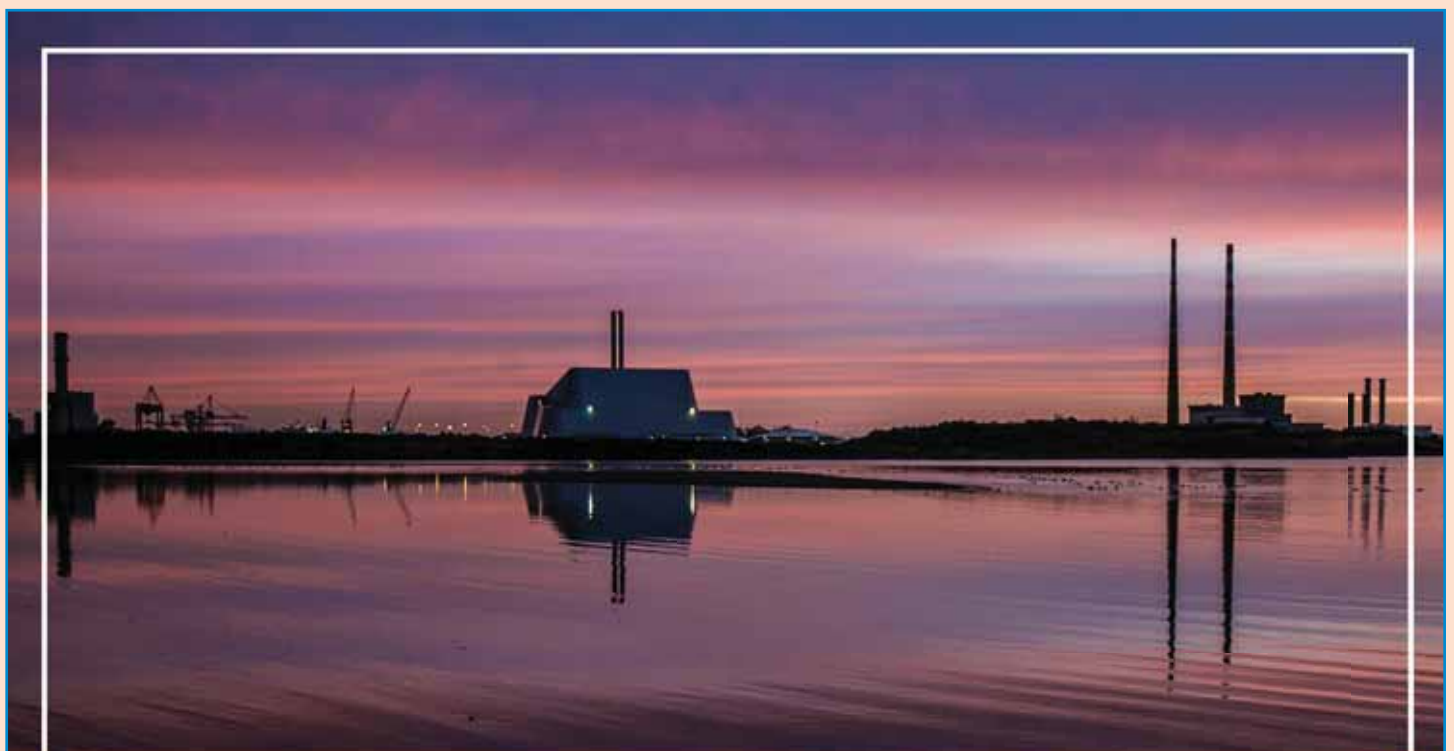
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PASSENGER SCHEDULE

IRISH FERRIES

| Ferry | Port | Sailings Per Day | Arrival Times Dublin | Departure Times Dublin | Terminal |
|--|-----------|------------------|--|--|------------|
| Ulysses (Passenger & Freight) Tel: +353 818 300 400 | Holyhead | TBC | Visit www.irishferries.com | Visit www.irishferries.com | Terminal 1 |
| Dublin Swift (Passengers) Tel: +353 818 300 400 | Holyhead | TBC | Visit www.irishferries.com | Visit www.irishferries.com | Terminal 1 |
| Epsilon (Passenger & Freight) Tel: +353 818 300 400 | Holyhead | TBC | Visit www.irishferries.com | Visit www.irishferries.com | Terminal 1 |
| Epsilon (Passenger & Freight) Tel: +353 818 300 400 | Cherbourg | TBC | Visit www.irishferries.com | Visit www.irishferries.com | Terminal 1 |
| W.B. Yeats (Passenger & Freight) Tel: +353 818 300 400 | Cherbourg | TBC | Visit www.irishferries.com | Visit www.irishferries.com | Terminal 1 |
| W.B. Yeats (Passenger & Freight) Tel: +353 818 300 400 | Holyhead | TBC | Visit www.irishferries.com | Visit www.irishferries.com | Terminal 1 |

STENA LINE

| Ferry | Port | Sailings Per Day | Arrival Times Dublin | Departure Times Dublin | Terminal |
|--|----------|------------------|----------------------|------------------------|------------|
| Stena Estrid (Passengers & Freight) Freight Tel: 048 90 786 062 Passengers Tel: +353 1 907 5555 | Holyhead | 2 | 12.15 23.45 | 14.45 02.15 | Terminal 2 |
| Stena Adventurer (Passengers & Freight) Freight Tel: 048 90 786 062 Passengers Tel: +353 1 907 5555 | | 2 | 05.30 18.00 | 08.15 20.30 | Terminal 2 |

P&O FERRIES

| Ferry | Port | Sailings Per Day | Arrival Times Dublin | Departure Times Dublin | Terminal |
|---|-----------|------------------|----------------------|------------------------|------------|
| Norbank & Norbay (Passenger & Freight) Tel: +353 1 407 3434 | Liverpool | 2 | 05.15 17.00 | 09.00 21.30 | Terminal 5 |

ISLE OF MAN STEAM PACKET COMPANY

| Ferry | Port | Sailings Per Day | Arrival Times Dublin | Departure Times Dublin | Terminal |
|---|---------|------------------|----------------------|------------------------|------------|
| Fastcraft Manannan Tel: 0044 8722 992 992** | Douglas | | Seasonal | Seasonal | Terminal 1 |

Terminals 1 & 2

Ferryport, Alexandra Road, Dublin Port, Dublin 1

Terminal 4

Tolka Quay Road, Dublin Port, Dublin 1

Terminal 5

Alexandra Road Extension, Dublin Port, Dublin 1

Ocean Pier

Branch Road North, Alexandra Road, Dublin Port, Dublin 1

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

*** Calls to this number are charged at 11 pence per minute, plus your telephone company's access charge.*

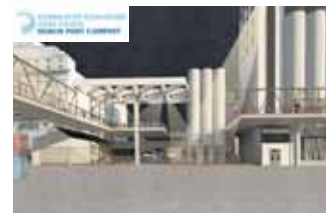


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TIDE TABLES

Dublin (North Wall)

JANUARY 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Sun | 07:23 19:31 | 3.55 3.72 | 00:27 12:50 | 1.16 1.48 | 08:40 | 16:16 | |
| 2 | Mon | 08:24 20:35 | 3.60 3.68 | 01:34 13:57 | 1.23 1.44 | 08:39 | 16:17 | |
| 3 | Tue | 09:19 21:33 | 3.68 3.67 | 02:36 14:57 | 1.25 1.35 | 08:39 | 16:18 | |
| 4 | Wed | 10:08 22:24 | 3.77 3.68 | 03:28 15:50 | 1.24 1.23 | 08:39 | 16:19 | |
| 5 | Thu | 10:49 23:06 | 3.85 3.68 | 04:12 16:34 | 1.21 1.13 | 08:39 | 16:21 | |
| 6 | Fri | 11:24 23:41 | 3.91 3.67 | 04:49 17:14 | 1.18 1.05 | 08:38 | 16:22 | ○ |
| 7 | Sat | 11:57 | 3.94 | 05:23 17:51 | 1.15 1.00 | 08:38 | 16:23 | |
| 8 | Sun | 00:13 12:28 | 3.67 3.95 | 05:54 18:25 | 1.13 0.97 | 08:37 | 16:25 | |
| 9 | Mon | 00:47 13:00 | 3.66 3.94 | 06:25 18:59 | 1.13 0.96 | 08:37 | 16:26 | |
| 10 | Tue | 01:21 13:35 | 3.64 3.91 | 06:56 19:33 | 1.14 0.96 | 08:36 | 16:28 | |
| 11 | Wed | 01:58 14:13 | 3.62 3.86 | 07:30 20:07 | 1.17 0.98 | 08:35 | 16:29 | |
| 12 | Thu | 02:38 14:54 | 3.57 3.79 | 08:08 20:46 | 1.23 1.01 | 08:35 | 16:31 | |
| 13 | Fri | 03:21 15:37 | 3.52 3.71 | 08:51 21:29 | 1.30 1.07 | 08:34 | 16:32 | |
| 14 | Sat | 04:09 16:24 | 3.45 3.62 | 09:38 22:18 | 1.39 1.14 | 08:33 | 16:34 | |
| 15 | Sun | 05:02 17:17 | 3.39 3.53 | 10:32 23:14 | 1.47 1.22 | 08:32 | 16:36 | ☾ |
| 16 | Mon | 06:01 18:18 | 3.36 3.48 | 11:35 | 1.52 | 08:31 | 16:37 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Tue | 07:06 19:26 | 3.40 3.50 | 00:19 12:45 | 1.27 1.49 | 08:30 | 16:39 | |
| 18 | Wed | 08:09 20:36 | 3.53 3.60 | 01:27 13:52 | 1.24 1.35 | 08:29 | 16:41 | |
| 19 | Thu | 09:08 21:38 | 3.72 3.76 | 02:29 14:54 | 1.13 1.12 | 08:28 | 16:42 | |
| 20 | Fri | 10:00 22:33 | 3.93 3.92 | 03:25 15:49 | 0.97 0.85 | 08:27 | 16:44 | |
| 21 | Sat | 10:50 23:24 | 4.13 4.03 | 04:15 16:40 | 0.81 0.59 | 08:26 | 16:46 | ● |
| 22 | Sun | 11:36 | 4.28 | 05:01 17:28 | 0.68 0.39 | 08:25 | 16:48 | |
| 23 | Mon | 00:13 12:23 | 4.08 4.36 | 05:45 18:16 | 0.62 0.28 | 08:23 | 16:49 | |
| 24 | Tue | 01:01 13:10 | 4.06 4.38 | 06:30 19:04 | 0.62 0.29 | 08:22 | 16:51 | |
| 25 | Wed | 01:50 13:59 | 3.98 4.32 | 07:16 19:54 | 0.70 0.39 | 08:21 | 16:53 | |
| 26 | Thu | 02:40 14:50 | 3.85 4.20 | 08:06 20:45 | 0.83 0.56 | 08:19 | 16:55 | |
| 27 | Fri | 03:33 15:44 | 3.70 4.03 | 08:59 21:39 | 1.00 0.80 | 08:18 | 16:57 | |
| 28 | Sat | 04:28 16:42 | 3.55 3.83 | 09:57 22:35 | 1.18 1.06 | 08:16 | 16:59 | ☾ |
| 29 | Sun | 05:30 17:45 | 3.43 3.63 | 10:58 23:37 | 1.36 1.31 | 08:15 | 17:01 | |
| 30 | Mon | 06:36 18:55 | 3.37 3.47 | 12:07 | 1.49 | 08:13 | 17:03 | |
| 31 | Tue | 07:42 20:05 | 3.38 3.40 | 00:50 13:26 | 1.49 1.52 | 08:12 | 17:05 | |

FEBRUARY 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|------|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Wed | 08:45 21:12 | 3.48 3.40 | 02:11 14:41 | 1.54 1.44 | 08:10 | 17:07 | |
| 2 | Thur | 09:42 22:09 | 3.61 3.46 | 03:13 15:39 | 1.48 1.29 | 08:09 | 17:08 | |
| 3 | Fri | 10:29 22:52 | 3.74 3.52 | 04:00 16:23 | 1.36 1.13 | 08:07 | 17:10 | |
| 4 | Sat | 11:06 23:26 | 3.83 3.58 | 04:36 17:00 | 1.24 1.00 | 8:05 | 17:13 | |
| 5 | Sun | 11:39 23:56 | 3.90 3.62 | 05:08 17:33 | 1.12 0.90 | 08:03 | 17:14 | ○ |
| 6 | Mon | 12:09 | 3.92 | 05:36 18:03 | 1.03 0.84 | 08:01 | 17:16 | |
| 7 | Tue | 00:24 12:36 | 3.65 3.93 | 06:03 18:30 | 0.96 0.79 | 07:59 | 17:18 | |
| 8 | Wed | 00:53 13:07 | 3.68 3.93 | 06:29 18:57 | 0.91 0.76 | 07:58 | 17:20 | |
| 9 | Thur | 01:25 13:42 | 3.70 3.92 | 06:59 19:29 | 0.89 0.74 | 07:56 | 17:22 | |
| 10 | Fri | 02:02 14:21 | 3.70 3.88 | 07:33 20:06 | 0.90 0.76 | 07:54 | 17:24 | |
| 11 | Sat | 02:42 15:02 | 3.66 3.81 | 08:13 20:46 | 0.96 0.84 | 07:52 | 17:26 | |
| 12 | Sun | 03:26 15:46 | 3.58 3.69 | 08:57 21:32 | 1.06 0.97 | 07:50 | 17:28 | |
| 13 | Mon | 04:14 16:37 | 3.47 3.55 | 09:46 22:24 | 1.20 1.16 | 07:48 | 17:30 | ☾ |
| 14 | Tue | 05:11 17:39 | 3.35 3.41 | 10:47 23:31 | 1.35 1.34 | 07:46 | 17:32 | |
| 15 | Wed | 06:21 18:57 | 3.30 3.35 | 12:05 | 1.44 | 07:44 | 17:34 | |
| 16 | Thu | 07:40 20:22 | 3.37 3.43 | 00:55 13:31 | 1.41 1.35 | 07:42 | 17:36 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Fri | 08:50 21:31 | 3.57 3.62 | 02:15 14:45 | 1.30 1.08 | 07:40 | 17:38 | |
| 18 | Sat | 09:48 22:27 | 3.83 3.83 | 03:18 15:45 | 1.07 0.74 | 07:38 | 17:40 | |
| 19 | Sun | 10:39 23:16 | 4.08 3.97 | 04:09 16:34 | 0.81 0.43 | 07:36 | 17:42 | |
| 20 | Mon | 11:24 | 4.26 | 04:51 17:18 | 0.60 0.21 | 07:33 | 17:44 | ● |
| 21 | Tue | 00:00 12:07 | 4.04 4.35 | 05:32 18:01 | 0.47 0.11 | 07:31 | 17:46 | |
| 22 | Wed | 00:42 12:51 | 4.03 4.36 | 06:12 18:44 | 0.43 0.14 | 07:29 | 17:48 | |
| 23 | Thu | 01:24 13:34 | 3.95 4.28 | 06:54 19:27 | 0.47 0.29 | 07:27 | 17:50 | |
| 24 | Fri | 02:06 14:20 | 3.83 4.14 | 07:39 20:12 | 0.59 0.52 | 07:25 | 17:52 | |
| 25 | Sat | 02:49 15:08 | 3.69 3.94 | 08:27 21:00 | 0.77 0.80 | 07:22 | 17:54 | |
| 26 | Sun | 03:37 16:01 | 3.53 3.69 | 09:20 21:50 | 0.99 1.12 | 07:20 | 17:55 | |
| 27 | Mon | 04:33 17:03 | 3.36 3.43 | 10:19 22:47 | 1.23 1.42 | 07:18 | 17:57 | ☾ |
| 28 | Tue | 05:42 18:18 | 3.24 3.23 | 11:27 23:56 | 1.43 1.66 | 07:16 | 17:59 | |

TIDE TABLES

Dublin (North Wall)

MARCH 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon | | Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon | |
|------|------|------------|------|-----------|------|--------------|-------|------|--|------|-----|------------|------|-----------|------|--------------|-------|------|--|
| | | Time | m | Time | m | Time | Time | | | | | Time | m | Time | m | Time | Time | | |
| 1 | Wed | 06:57 | 3.21 | 12:50 | 1.52 | 07:13 | 18:01 | | | 17 | Fri | 07:19 | 3.31 | 00:39 | 1.50 | 06:36 | 18:31 | | |
| 2 | Thur | 08:09 | 3.29 | 01:39 | 1.73 | 07:11 | 18:03 | | | 18 | Sat | 08:35 | 3.53 | 02:05 | 1.35 | 06:33 | 18:33 | | |
| 3 | Fri | 09:14 | 3.45 | 02:55 | 1.60 | 07:09 | 18:05 | | | 19 | Sun | 09:35 | 3.80 | 03:09 | 1.07 | 06:31 | 18:35 | | |
| 4 | Sat | 10:04 | 3.62 | 03:42 | 1.40 | 07:06 | 18:07 | | | 20 | Mon | 10:25 | 4.04 | 03:57 | 0.78 | 06:28 | 18:37 | | |
| 5 | Sun | 10:43 | 3.75 | 04:16 | 1.20 | 07:04 | 18:09 | | | 21 | Tue | 11:09 | 4.20 | 04:37 | 0.54 | 06:26 | 18:38 | ● | |
| 6 | Mon | 11:15 | 3.83 | 04:45 | 1.03 | 07:02 | 18:11 | | | 22 | Wed | 11:50 | 4.27 | 05:15 | 0.40 | 06:24 | 18:40 | | |
| 7 | Tue | 11:43 | 3.88 | 05:12 | 0.89 | 06:59 | 18:13 | ○ | | 23 | Thu | 00:20 | 3.96 | 05:53 | 0.34 | 06:21 | 18:42 | | |
| 8 | Wed | 12:09 | 3.91 | 05:35 | 0.78 | 06:57 | 18:14 | | | 24 | Fri | 00:55 | 3.91 | 06:32 | 0.38 | 06:19 | 18:44 | | |
| 9 | Thur | 00:22 | 3.75 | 05:59 | 0.70 | 06:55 | 18:16 | | | 25 | Sat | 01:32 | 3.82 | 07:14 | 0.49 | 06:16 | 18:46 | | |
| 10 | Fri | 00:52 | 3.79 | 06:28 | 0.65 | 06:52 | 18:18 | | | 26 | Sun | 03:12 | 3.71 | 09:00 | 0.66 | 07:14 | 19:48 | | |
| 11 | Sat | 01:28 | 3.81 | 07:03 | 0.65 | 06:50 | 18:20 | | | 27 | Mon | 03:55 | 3.57 | 09:51 | 0.88 | 07:12 | 19:49 | | |
| 12 | Sun | 02:07 | 3.77 | 07:42 | 0.71 | 06:48 | 18:22 | | | 28 | Tue | 04:55 | 3.40 | 10:49 | 1.12 | 07:09 | 19:51 | | |
| 13 | Mon | 02:51 | 3.68 | 08:27 | 0.84 | 06:45 | 18:24 | | | 29 | Wed | 05:51 | 3.23 | 11:54 | 1.33 | 07:07 | 19:53 | ☾ | |
| 14 | Tue | 03:39 | 3.54 | 09:18 | 1.03 | 06:43 | 18:26 | | | 30 | Thu | 07:15 | 3.15 | 00:14 | 1.71 | 07:04 | 19:55 | | |
| 15 | Wed | 04:36 | 3.37 | 10:24 | 1.23 | 06:41 | 18:27 | ☾ | | 31 | Fri | 08:33 | 3.20 | 01:42 | 1.80 | 07:02 | 19:57 | | |
| 16 | Thu | 05:51 | 3.26 | 11:51 | 1.34 | 06:38 | 18:29 | | | | | | | | | | | | |

APRIL 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon | | Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon | |
|------|-----|------------|------|-----------|------|--------------|-------|------|--|------|-----|------------|------|-----------|------|--------------|-------|------|--|
| | | Time | m | Time | m | Time | Time | | | | | Time | m | Time | m | Time | Time | | |
| 1 | Sat | 09:39 | 3.35 | 03:21 | 1.65 | 07:00 | 19:58 | | | 17 | Mon | 10:18 | 3.83 | 03:47 | 1.06 | 06:22 | 20:27 | | |
| 2 | Sun | 10:31 | 3.52 | 04:10 | 1.42 | 06:57 | 20:00 | | | 18 | Tue | 11:09 | 4.01 | 04:35 | 0.81 | 06:20 | 20:29 | | |
| 3 | Mon | 11:12 | 3.66 | 04:45 | 1.19 | 06:55 | 20:02 | | | 19 | Wed | 11:54 | 4.11 | 05:18 | 0.61 | 06:17 | 20:31 | | |
| 4 | Tue | 11:45 | 3.76 | 05:14 | 0.99 | 06:52 | 20:04 | | | 20 | Thu | 00:26 | 3.90 | 05:57 | 0.48 | 06:15 | 20:33 | ● | |
| 5 | Wed | 00:01 | 3.65 | 05:39 | 0.82 | 06:50 | 20:06 | | | 21 | Fri | 00:59 | 3.89 | 06:34 | 0.44 | 06:13 | 20:35 | | |
| 6 | Thu | 00:25 | 3.74 | 06:03 | 0.69 | 06:48 | 20:07 | ○ | | 22 | Sat | 01:30 | 3.86 | 07:13 | 0.47 | 06:11 | 20:36 | | |
| 7 | Fri | 00:50 | 3.82 | 06:29 | 0.59 | 06:45 | 20:09 | | | 23 | Sun | 02:06 | 3.82 | 07:55 | 0.56 | 06:09 | 20:38 | | |
| 8 | Sat | 01:21 | 3.88 | 07:00 | 0.53 | 06:43 | 20:11 | | | 24 | Mon | 02:44 | 3.74 | 08:40 | 0.70 | 06:06 | 20:40 | | |
| 9 | Sun | 01:58 | 3.90 | 07:37 | 0.54 | 06:40 | 20:13 | | | 25 | Tue | 03:26 | 3.64 | 09:31 | 0.87 | 06:04 | 20:42 | | |
| 10 | Mon | 02:40 | 3.85 | 08:20 | 0.63 | 06:38 | 20:15 | | | 26 | Wed | 04:13 | 3.50 | 10:27 | 1.06 | 06:02 | 20:44 | | |
| 11 | Tue | 03:26 | 3.76 | 09:09 | 0.78 | 06:36 | 20:17 | | | 27 | Thu | 05:12 | 3.34 | 11:29 | 1.23 | 06:00 | 20:45 | ☾ | |
| 12 | Wed | 04:18 | 3.61 | 10:09 | 0.96 | 06:33 | 20:18 | | | 28 | Fri | 06:32 | 3.22 | 12:37 | 1.33 | 05:58 | 20:47 | | |
| 13 | Thu | 05:19 | 3.46 | 11:23 | 1.13 | 06:31 | 20:20 | ☾ | | 29 | Sat | 07:50 | 3.21 | 00:54 | 1.75 | 05:56 | 20:49 | | |
| 14 | Fri | 06:36 | 3.37 | 12:49 | 1.17 | 06:29 | 20:22 | | | 30 | Sun | 08:55 | 3.31 | 02:14 | 1.67 | 05:54 | 20:51 | | |
| 15 | Sat | 08:03 | 3.43 | 01:27 | 1.48 | 06:26 | 20:24 | | | | | | | | | | | | |
| 16 | Sun | 09:17 | 3.61 | 02:46 | 1.32 | 06:24 | 20:26 | | | | | | | | | | | | |

TIDE TABLES

Dublin (North Wall)

MAY 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Mon | 09:48 22:19 | 3.44 3.40 | 03:17 15:42 | 1.48 1.00 | 05:51 | 20:53 | |
| 2 | Tue | 10:31 22:55 | 3.58 3.55 | 03:58 16:19 | 1.26 0.84 | 05:49 | 20:54 | |
| 3 | Wed | 11:06 23:24 | 3.69 3.67 | 04:31 16:50 | 1.06 0.70 | 05:47 | 20:56 | |
| 4 | Thu | 11:37 23:51 | 3.79 3.79 | 05:00 17:19 | 0.88 0.59 | 05:45 | 20:58 | |
| 5 | Fri | 12:08 | 3.87 | 05:29 17:49 | 0.72 0.52 | 05:44 | 21:00 | ○ |
| 6 | Sat | 00:20 12:43 | 3.89 3.92 | 06:00 18:23 | 0.61 0.51 | 05:42 | 21:01 | |
| 7 | Sun | 00:55 13:24 | 3.95 3.92 | 06:37 19:01 | 0.55 0.57 | 05:40 | 21:03 | |
| 8 | Mon | 01:36 14:09 | 3.97 3.88 | 07:19 19:45 | 0.56 0.69 | 05:38 | 21:05 | |
| 9 | Tue | 02:21 15:00 | 3.94 3.79 | 08:08 20:34 | 0.64 0.88 | 05:36 | 21:07 | |
| 10 | Wed | 03:12 15:56 | 3.86 3.66 | 09:05 21:31 | 0.76 1.08 | 05:34 | 21:08 | |
| 11 | Thu | 04:09 17:00 | 3.76 3.52 | 10:11 22:36 | 0.88 1.27 | 05:32 | 21:10 | |
| 12 | Fri | 05:13 18:15 | 3.65 3.42 | 11:24 23:49 | 0.96 1.39 | 05:31 | 21:12 | ☾ |
| 13 | Sat | 06:27 19:34 | 3.60 3.42 | 12:40 | 0.96 | 05:29 | 21:14 | |
| 14 | Sun | 07:44 20:46 | 3.64 3.50 | 01:05 13:53 | 1.39 0.88 | 05:27 | 21:15 | |
| 15 | Mon | 08:54 21:48 | 3.75 3.62 | 02:16 14:57 | 1.29 0.75 | 05:26 | 21:17 | |
| 16 | Tue | 09:54 22:41 | 3.86 3.73 | 03:17 15:51 | 1.12 0.63 | 05:24 | 21:18 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Wed | 10:48 23:27 | 3.95 3.80 | 04:09 16:39 | 0.94 0.56 | 05:22 | 21:20 | |
| 18 | Thu | 11:36 | 3.98 | 04:55 17:22 | 0.80 0.55 | 05:21 | 21:22 | |
| 19 | Fri | 00:06 12:18 | 3.83 3.97 | 05:38 18:02 | 0.71 0.60 | 05:19 | 21:23 | ● |
| 20 | Sat | 00:39 12:57 | 3.84 3.91 | 06:19 18:39 | 0.67 0.70 | 05:18 | 21:25 | |
| 21 | Sun | 01:11 13:34 | 3.84 3.83 | 07:00 19:15 | 0.68 0.82 | 05:16 | 21:26 | |
| 22 | Mon | 01:45 14:14 | 3.82 3.73 | 07:42 19:52 | 0.73 0.95 | 05:15 | 21:28 | |
| 23 | Tue | 02:24 14:57 | 3.79 3.60 | 08:26 20:33 | 0.82 1.10 | 05:14 | 21:29 | |
| 24 | Wed | 03:05 15:43 | 3.72 3.46 | 09:14 21:18 | 0.92 1.25 | 05:12 | 21:31 | |
| 25 | Thu | 03:50 16:34 | 3.62 3.32 | 10:06 22:08 | 1.04 1.41 | 05:11 | 21:32 | |
| 26 | Fri | 04:42 17:32 | 3.49 3.19 | 11:01 23:06 | 1.15 1.55 | 05:10 | 21:34 | |
| 27 | Sat | 05:43 18:38 | 3.37 3.12 | 11:59 | 1.23 | 05:09 | 21:35 | ☾ |
| 28 | Sun | 06:54 19:43 | 3.31 3.14 | 00:09 12:58 | 1.63 1.25 | 05:07 | 21:36 | |
| 29 | Mon | 07:59 20:40 | 3.33 3.24 | 01:12 13:55 | 1.62 1.19 | 05:06 | 21:38 | |
| 30 | Tue | 08:54 21:28 | 3.40 3.38 | 02:11 14:46 | 1.52 1.09 | 05:05 | 21:39 | |
| 31 | Wed | 09:41 22:08 | 3.51 3.52 | 03:00 15:30 | 1.37 0.96 | 05:04 | 21:40 | |

JUNE 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Thu | 10:23 22:44 | 3.63 3.67 | 03:42 16:08 | 1.19 0.84 | 05:03 | 21:41 | |
| 2 | Fri | 11:03 23:18 | 3.75 3.81 | 04:20 16:45 | 1.01 0.73 | 05:02 | 21:43 | |
| 3 | Sat | 11:42 23:56 | 3.85 3.93 | 04:58 17:23 | 0.83 0.66 | 05:02 | 21:44 | |
| 4 | Sun | 12:25 | 3.91 | 05:38 18:03 | 0.70 0.64 | 05:01 | 21:45 | ○ |
| 5 | Mon | 00:36 13:12 | 4.02 3.93 | 06:21 18:45 | 0.61 0.67 | 05:00 | 21:46 | |
| 6 | Tue | 01:21 14:01 | 4.07 3.91 | 07:09 19:33 | 0.58 0.77 | 04:59 | 21:47 | |
| 7 | Wed | 02:09 14:54 | 4.07 3.84 | 08:03 20:24 | 0.60 0.90 | 04:59 | 21:48 | |
| 8 | Thu | 03:03 15:52 | 4.03 3.75 | 09:03 21:21 | 0.66 1.04 | 04:58 | 21:49 | |
| 9 | Fri | 04:01 16:54 | 3.97 3.65 | 10:06 22:24 | 0.72 1.17 | 04:58 | 21:50 | |
| 10 | Sat | 05:03 18:01 | 3.90 3.57 | 11:13 23:29 | 0.77 1.26 | 04:57 | 21:51 | ☾ |
| 11 | Sun | 06:10 19:09 | 3.85 3.53 | 12:19 | 0.82 | 04:57 | 21:51 | |
| 12 | Mon | 07:19 20:15 | 3.81 3.55 | 00:35 13:24 | 1.30 0.86 | 04:56 | 21:52 | |
| 13 | Tue | 08:26 21:17 | 3.81 3.59 | 01:42 14:27 | 1.29 0.88 | 04:56 | 21:53 | |
| 14 | Wed | 09:28 22:13 | 3.82 3.66 | 02:45 15:24 | 1.23 0.89 | 04:56 | 21:53 | |
| 15 | Thu | 10:27 23:03 | 3.82 3.72 | 03:43 16:17 | 1.15 0.90 | 04:56 | 21:54 | |
| 16 | Fri | 11:18 23:46 | 3.81 3.77 | 04:36 17:03 | 1.05 0.91 | 04:56 | 21:54 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Sat | 12:04 | 3.79 | 05:24 17:45 | 0.97 0.94 | 04:55 | 21:55 | |
| 18 | Sun | 00:23 12:44 | 3.81 3.74 | 06:08 18:23 | 0.91 0.98 | 04:55 | 21:55 | ● |
| 19 | Mon | 00:55 13:20 | 3.83 3.69 | 06:49 18:58 | 0.88 1.02 | 04:55 | 21:56 | |
| 20 | Tue | 01:29 13:57 | 3.85 3.63 | 07:30 19:34 | 0.88 1.07 | 04:56 | 21:56 | |
| 21 | Wed | 02:04 14:36 | 3.84 3.57 | 08:11 20:11 | 0.91 1.13 | 04:56 | 21:56 | |
| 22 | Thu | 02:43 15:17 | 3.81 3.50 | 08:54 20:51 | 0.95 1.20 | 04:56 | 21:57 | |
| 23 | Fri | 03:24 16:00 | 3.74 3.42 | 09:38 21:33 | 1.00 1.29 | 04:56 | 21:57 | |
| 24 | Sat | 04:09 16:47 | 3.65 3.34 | 10:24 22:21 | 1.07 1.38 | 04:56 | 21:57 | |
| 25 | Sun | 04:57 17:38 | 3.55 3.28 | 11:12 23:13 | 1.13 1.47 | 04:57 | 21:57 | |
| 26 | Mon | 05:49 18:33 | 3.46 3.24 | 12:03 | 1.19 | 04:57 | 21:57 | ☾ |
| 27 | Tue | 06:47 19:32 | 3.40 3.26 | 00:09 12:56 | 1.52 1.21 | 04:58 | 21:57 | |
| 28 | Wed | 07:48 20:28 | 3.40 3.34 | 01:07 13:49 | 1.52 1.19 | 04:58 | 21:56 | |
| 29 | Thu | 08:47 21:20 | 3.46 3.47 | 02:03 14:41 | 1.46 1.13 | 04:59 | 21:56 | |
| 30 | Fri | 09:42 22:08 | 3.56 3.63 | 02:56 15:30 | 1.32 1.04 | 04:59 | 21:56 | |



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TIDE TABLES

Dublin (North Wall)

JULY 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Sat | 10:36 22:54 | 3.69 3.80 | 03:46 16:18 | 1.14 0.93 | 05:00 | 21:56 | |
| 2 | Sun | 11:25 23:38 | 3.82 3.97 | 04:35 17:03 | 0.94 0.82 | 05:01 | 21:55 | |
| 3 | Mon | 12:14 | 3.92 | 05:24 17:48 | 0.74 0.74 | 05:02 | 21:55 | ○ |
| 4 | Tue | 00:23 13:03 | 4.10 3.97 | 06:12 18:33 | 0.58 0.70 | 05:02 | 21:54 | |
| 5 | Wed | 01:09 13:52 | 4.19 3.98 | 07:02 19:21 | 0.48 0.72 | 05:03 | 21:54 | |
| 6 | Thu | 01:57 14:44 | 4.23 3.93 | 07:54 20:10 | 0.44 0.79 | 05:04 | 21:53 | |
| 7 | Fri | 02:49 15:38 | 4.22 3.85 | 08:50 21:03 | 0.47 0.89 | 05:05 | 21:53 | |
| 8 | Sat | 03:44 16:34 | 4.17 3.75 | 09:48 22:00 | 0.55 1.01 | 05:06 | 21:52 | |
| 9 | Sun | 04:42 17:33 | 4.07 3.64 | 10:48 22:59 | 0.67 1.13 | 05:07 | 21:51 | |
| 10 | Mon | 05:43 18:35 | 3.96 3.55 | 11:48 | 0.82 | 05:08 | 21:50 | ☾ |
| 11 | Tue | 06:48 19:39 | 3.83 3.50 | 00:00 12:49 | 1.25 0.98 | 05:09 | 21:50 | |
| 12 | Wed | 07:57 20:43 | 3.72 3.51 | 01:06 13:54 | 1.34 1.12 | 05:10 | 21:48 | |
| 13 | Thu | 09:03 21:44 | 3.66 3.56 | 02:14 14:58 | 1.38 1.21 | 05:12 | 21:48 | |
| 14 | Fri | 10:06 22:39 | 3.63 3.64 | 03:22 15:58 | 1.34 1.24 | 05:13 | 21:47 | |
| 15 | Sat | 11:04 23:27 | 3.63 3.73 | 04:23 16:48 | 1.24 1.22 | 05:14 | 21:46 | |
| 16 | Sun | 11:52 | 3.63 | 05:15 17:31 | 1.13 1.18 | 05:15 | 21:44 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Mon | 00:06 12:31 | 3.81 3.62 | 05:58 18:08 | 1.03 1.14 | 05:17 | 21:43 | ● |
| 18 | Tue | 00:39 13:04 | 3.86 3.61 | 06:37 18:42 | 0.95 1.10 | 05:18 | 21:42 | |
| 19 | Wed | 01:10 13:36 | 3.89 3.60 | 07:13 19:13 | 0.91 1.07 | 05:19 | 21:41 | |
| 20 | Thu | 01:42 14:10 | 3.90 3.59 | 07:48 19:45 | 0.89 1.06 | 05:21 | 21:40 | |
| 21 | Fri | 02:16 14:45 | 3.89 3.58 | 08:23 20:18 | 0.90 1.07 | 05:22 | 21:38 | |
| 22 | Sat | 02:53 15:23 | 3.85 3.55 | 08:58 20:54 | 0.92 1.11 | 05:24 | 21:37 | |
| 23 | Sun | 03:33 16:03 | 3.79 3.51 | 09:35 21:33 | 0.96 1.18 | 05:25 | 21:35 | |
| 24 | Mon | 04:15 16:47 | 3.71 3.45 | 10:15 22:16 | 1.03 1.27 | 05:27 | 21:34 | |
| 25 | Tue | 05:01 17:35 | 3.60 3.38 | 11:00 23:06 | 1.11 1.37 | 05:28 | 21:32 | ☾ |
| 26 | Wed | 05:52 18:29 | 3.49 3.32 | 11:52 | 1.21 | 05:30 | 21:31 | |
| 27 | Thu | 06:52 19:32 | 3.40 3.31 | 00:02 12:52 | 1.46 1.30 | 05:31 | 21:29 | |
| 28 | Fri | 08:03 20:39 | 3.38 3.39 | 01:09 13:58 | 1.50 1.32 | 05:33 | 21:28 | |
| 29 | Sat | 09:15 21:41 | 3.46 3.56 | 02:20 15:02 | 1.42 1.26 | 05:34 | 21:26 | |
| 30 | Sun | 10:19 22:35 | 3.61 3.78 | 03:25 16:00 | 1.23 1.11 | 05:36 | 21:24 | |
| 31 | Mon | 11:14 23:24 | 3.79 4.01 | 04:23 16:51 | 0.96 0.92 | 05:38 | 21:23 | |

AUGUST 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Tue | 12:04 | 3.94 | 05:15 17:37 | 0.67 0.75 | 05:39 | 21:21 | ○ |
| 2 | Wed | 00:10 12:51 | 4.20 4.03 | 06:03 18:21 | 0.43 0.63 | 05:41 | 21:19 | |
| 3 | Thu | 00:54 13:37 | 4.33 4.05 | 06:51 19:05 | 0.28 0.58 | 05:43 | 21:17 | |
| 4 | Fri | 01:39 14:24 | 4.38 4.01 | 07:38 19:49 | 0.24 0.61 | 05:44 | 21:16 | |
| 5 | Sat | 02:27 15:12 | 4.36 3.92 | 08:27 20:37 | 0.30 0.70 | 05:46 | 21:14 | |
| 6 | Sun | 03:17 16:01 | 4.27 3.79 | 09:19 21:29 | 0.46 0.85 | 05:48 | 21:12 | |
| 7 | Mon | 04:10 16:54 | 4.11 3.65 | 10:13 22:24 | 0.67 1.04 | 05:49 | 21:10 | |
| 8 | Tue | 05:07 17:53 | 3.91 3.52 | 11:09 23:24 | 0.93 1.23 | 05:51 | 21:08 | ☾ |
| 9 | Wed | 06:12 18:58 | 3.70 3.42 | 12:09 | 1.19 | 05:53 | 21:06 | |
| 10 | Thu | 07:26 20:08 | 3.52 3.40 | 00:30 13:15 | 1.40 1.41 | 05:54 | 21:04 | |
| 11 | Fri | 08:40 21:15 | 3.43 3.46 | 01:46 14:33 | 1.50 1.52 | 05:56 | 21:02 | |
| 12 | Sat | 09:51 22:17 | 3.43 3.59 | 03:09 15:43 | 1.45 1.50 | 05:58 | 21:00 | |
| 13 | Sun | 10:54 23:09 | 3.49 3.73 | 04:16 16:36 | 1.31 1.40 | 05:59 | 20:58 | |
| 14 | Mon | 11:41 23:48 | 3.55 3.84 | 05:05 17:17 | 1.14 1.28 | 06:01 | 20:56 | |
| 15 | Tue | 12:17 | 3.59 | 05:45 17:51 | 0.99 1.15 | 06:03 | 20:54 | |
| 16 | Wed | 00:21 12:45 | 3.91 3.62 | 06:18 18:21 | 0.89 1.05 | 06:05 | 20:52 | ● |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Thu | 00:49 13:12 | 3.94 3.64 | 06:49 18:49 | 0.83 0.97 | 06:06 | 20:49 | |
| 18 | Fri | 01:17 13:41 | 3.96 3.66 | 07:18 19:15 | 0.80 0.93 | 06:08 | 20:47 | |
| 19 | Sat | 01:46 14:12 | 3.95 3.69 | 07:45 19:44 | 0.79 0.91 | 06:10 | 20:45 | |
| 20 | Sun | 02:20 14:45 | 3.93 3.69 | 08:14 20:16 | 0.80 0.93 | 06:12 | 20:43 | |
| 21 | Mon | 02:57 15:24 | 3.88 3.67 | 08:48 20:53 | 0.84 0.99 | 06:13 | 20:41 | |
| 22 | Tue | 03:38 16:06 | 3.80 3.60 | 09:27 21:34 | 0.92 1.10 | 06:15 | 20:38 | |
| 23 | Wed | 04:21 16:51 | 3.68 3.50 | 10:11 22:21 | 1.06 1.24 | 06:17 | 20:36 | |
| 24 | Thu | 05:11 17:44 | 3.52 3.37 | 11:03 23:18 | 1.24 1.41 | 06:18 | 20:34 | ☾ |
| 25 | Fri | 06:12 18:49 | 3.36 3.29 | 12:06 | 1.42 | 06:20 | 20:32 | |
| 26 | Sat | 07:33 20:08 | 3.28 3.33 | 00:32 13:27 | 1.52 1.51 | 06:22 | 20:29 | |
| 27 | Sun | 09:01 21:21 | 3.36 3.52 | 02:00 14:45 | 1.46 1.43 | 06:24 | 20:27 | |
| 28 | Mon | 10:10 22:20 | 3.57 3.79 | 03:16 15:50 | 1.21 1.21 | 06:25 | 20:25 | |
| 29 | Tue | 11:06 23:09 | 3.80 4.07 | 04:18 16:42 | 0.86 0.94 | 06:27 | 20:23 | |
| 30 | Wed | 11:53 23:54 | 3.98 4.29 | 05:08 17:25 | 0.51 0.70 | 06:29 | 20:20 | |
| 31 | Thu | 12:36 | 4.08 | 05:51 18:06 | 0.25 0.52 | 06:31 | 20:18 | ○ |

TIDE TABLES

Dublin (North Wall)

SEPTEMBER 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Fri | 00:36 13:17 | 4.42 4.10 | 06:34 18:45 | 0.11 0.44 | 06:32 | 20:15 | |
| 2 | Sat | 01:18 13:58 | 4.46 4.06 | 07:16 19:26 | 0.11 0.46 | 06:34 | 20:13 | |
| 3 | Sun | 02:01 14:40 | 4.40 3.96 | 08:00 20:10 | 0.25 0.57 | 06:36 | 20:11 | |
| 4 | Mon | 02:47 15:24 | 4.26 3.83 | 08:46 20:58 | 0.48 0.75 | 06:38 | 20:08 | |
| 5 | Tue | 03:36 16:12 | 4.06 3.68 | 09:35 21:51 | 0.77 0.97 | 06:39 | 20:06 | |
| 6 | Wed | 04:30 17:06 | 3.80 3.52 | 10:28 22:51 | 1.09 1.22 | 06:41 | 20:04 | ☾ |
| 7 | Thu | 05:36 18:13 | 3.53 3.38 | 11:27 23:58 | 1.40 1.43 | 06:43 | 20:01 | |
| 8 | Fri | 06:56 19:30 | 3.32 3.33 | 12:35 | 1.65 | 06:45 | 19:59 | |
| 9 | Sat | 08:18 20:45 | 3.24 3.40 | 01:21 14:06 | 1.55 1.75 | 06:46 | 19:56 | |
| 10 | Sun | 09:38 21:53 | 3.30 3.56 | 02:57 15:26 | 1.47 1.66 | 06:48 | 19:54 | |
| 11 | Mon | 10:40 22:46 | 3.43 3.73 | 04:00 16:18 | 1.27 1.48 | 06:50 | 19:52 | |
| 12 | Tue | 11:24 23:26 | 3.55 3.86 | 04:45 16:56 | 1.07 1.28 | 06:51 | 19:49 | |
| 13 | Wed | 11:54 23:57 | 3.63 3.94 | 05:21 17:27 | 0.90 1.11 | 06:53 | 19:47 | |
| 14 | Thu | 12:21 | 3.69 | 05:51 17:56 | 0.79 0.97 | 06:55 | 19:44 | |
| 15 | Fri | 00:25 12:46 | 3.98 3.73 | 06:19 18:21 | 0.72 0.88 | 06:57 | 19:42 | ☀ |
| 16 | Sat | 00:50 13:11 | 3.99 3.77 | 06:43 18:45 | 0.69 0.82 | 06:58 | 19:39 | |

OCTOBER 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Sun | 00:57 13:33 | 4.43 4.08 | 06:54 19:05 | 0.17 0.44 | 07:24 | 19:03 | |
| 2 | Mon | 01:39 14:11 | 4.35 4.00 | 07:33 19:47 | 0.35 0.55 | 07:26 | 19:01 | |
| 3 | Tue | 02:22 14:52 | 4.18 3.89 | 08:15 20:33 | 0.61 0.73 | 07:28 | 18:58 | |
| 4 | Wed | 03:09 15:37 | 3.96 3.75 | 09:01 21:26 | 0.91 0.96 | 07:30 | 18:56 | |
| 5 | Thu | 04:03 16:29 | 3.69 3.59 | 09:52 22:25 | 1.24 1.20 | 07:32 | 18:53 | |
| 6 | Fri | 05:06 17:33 | 3.42 3.44 | 10:51 23:32 | 1.54 1.41 | 07:33 | 18:51 | ☾ |
| 7 | Sat | 06:27 18:52 | 3.21 3.35 | 11:58 | 1.77 | 07:35 | 18:49 | |
| 8 | Sun | 07:50 20:10 | 3.15 3.39 | 00:51 13:24 | 1.52 1.86 | 07:37 | 18:46 | |
| 9 | Mon | 09:11 21:19 | 3.25 3.53 | 02:26 14:53 | 1.45 1.74 | 07:39 | 18:44 | |
| 10 | Tue | 10:11 22:13 | 3.42 3.70 | 03:30 15:47 | 1.26 1.53 | 07:41 | 18:41 | |
| 11 | Wed | 10:51 22:54 | 3.57 3.83 | 04:15 16:26 | 1.05 1.31 | 07:42 | 18:39 | |
| 12 | Thu | 11:24 23:28 | 3.69 3.91 | 04:49 16:58 | 0.89 1.12 | 07:44 | 18:37 | |
| 13 | Fri | 11:52 23:57 | 3.77 3.96 | 05:18 17:26 | 0.77 0.98 | 07:46 | 18:35 | |
| 14 | Sat | 12:17 | 3.83 | 05:45 17:51 | 0.70 0.88 | 07:48 | 18:32 | ☀ |
| 15 | Sun | 00:22 12:40 | 3.98 3.88 | 06:09 18:15 | 0.67 0.82 | 07:50 | 18:30 | |
| 16 | Mon | 00:48 13:08 | 3.99 3.92 | 06:34 18:44 | 0.67 0.79 | 07:52 | 18:28 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Tue | 01:21 13:42 | 3.98 3.94 | 07:04 19:18 | 0.71 0.80 | 07:53 | 18:25 | |
| 18 | Wed | 02:00 14:22 | 3.93 3.90 | 07:40 19:57 | 0.82 0.87 | 07:55 | 18:23 | |
| 19 | Thu | 02:43 15:06 | 3.83 3.82 | 08:22 20:43 | 0.98 1.00 | 07:57 | 18:21 | |
| 20 | Fri | 03:33 15:57 | 3.68 3.71 | 09:12 21:39 | 1.21 1.17 | 07:59 | 18:19 | |
| 21 | Sat | 04:30 16:54 | 3.51 3.58 | 10:12 22:48 | 1.44 1.32 | 08:01 | 18:16 | |
| 22 | Sun | 05:43 18:04 | 3.35 3.50 | 11:29 | 1.62 | 08:03 | 18:14 | ☾ |
| 23 | Mon | 07:15 19:25 | 3.33 3.54 | 00:14 12:56 | 1.37 1.65 | 08:05 | 18:12 | |
| 24 | Tue | 08:38 20:39 | 3.47 3.71 | 01:40 14:13 | 1.23 1.50 | 08:06 | 18:10 | |
| 25 | Wed | 09:43 21:41 | 3.68 3.93 | 02:51 15:15 | 0.97 1.25 | 08:08 | 18:08 | |
| 26 | Thu | 10:36 22:33 | 3.88 4.13 | 03:48 16:05 | 0.68 0.99 | 08:10 | 18:06 | |
| 27 | Fri | 11:20 23:19 | 4.02 4.27 | 04:34 16:48 | 0.45 0.77 | 08:12 | 18:04 | |
| 28 | Sat | 11:59 23:59 | 4.09 4.32 | 05:16 17:29 | 0.33 0.62 | 08:14 | 18:02 | ☀ |
| 29 | Sun | 11:36 23:42 | 4.10 4.30 | 04:55 17:09 | 0.32 0.55 | 07:16 | 17:00 | |
| 30 | Mon | 12:12 | 4.08 | 05:33 17:49 | 0.42 0.56 | 07:18 | 16:58 | |
| 31 | Tue | 00:22 12:48 | 4.20 4.03 | 06:12 18:31 | 0.59 0.65 | 07:20 | 16:56 | |

TIDE TABLES

Dublin (North Wall)

NOVEMBER 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|------|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Wed | 01:06 13:28 | 4.05 3.95 | 06:51 19:18 | 0.82 0.79 | 07:22 | 16:54 | |
| 2 | Thur | 01:51 14:12 | 3.85 3.85 | 07:34 20:09 | 1.07 0.97 | 07:23 | 16:52 | |
| 3 | Fri | 02:43 15:02 | 3.62 3.71 | 08:23 21:05 | 1.33 1.16 | 07:25 | 16:50 | |
| 4 | Sat | 03:42 16:01 | 3.40 3.56 | 09:20 22:07 | 1.58 1.33 | 07:27 | 16:48 | |
| 5 | Sun | 04:54 17:13 | 3.22 3.45 | 10:24 23:15 | 1.77 1.44 | 07:29 | 16:46 | ☾ |
| 6 | Mon | 06:11 18:27 | 3.17 3.43 | 11:37 15:21 | 1.85 | 07:31 | 16:44 | |
| 7 | Tue | 07:22 19:33 | 3.24 3.49 | 00:33 12:57 | 1.43 1.79 | 07:33 | 16:42 | |
| 8 | Wed | 08:21 20:29 | 3.39 3.60 | 01:41 14:00 | 1.31 1.62 | 07:35 | 16:41 | |
| 9 | Thur | 09:07 21:14 | 3.55 3.71 | 02:31 14:45 | 1.15 1.43 | 07:37 | 16:39 | |
| 10 | Fri | 09:45 21:52 | 3.69 3.80 | 03:09 15:21 | 1.01 1.25 | 07:39 | 16:37 | |
| 11 | Sat | 10:17 22:24 | 3.79 3.87 | 03:41 15:51 | 0.90 1.11 | 07:41 | 16:35 | |
| 12 | Sun | 10:45 22:54 | 3.88 3.92 | 04:09 16:20 | 0.82 0.99 | 07:42 | 16:34 | |
| 13 | Mon | 11:12 23:25 | 3.95 3.95 | 04:36 16:49 | 0.77 0.90 | 07:44 | 16:32 | ● |
| 14 | Tue | 11:42 | 4.01 | 05:06 17:22 | 0.76 0.84 | 07:46 | 16:31 | |
| 15 | Wed | 00:02 12:20 | 3.96 4.03 | 05:41 18:00 | 0.80 0.82 | 07:48 | 16:29 | |
| 16 | Thu | 00:44 13:03 | 3.92 4.01 | 06:21 18:45 | 0.90 0.86 | 07:50 | 16:28 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Fri | 01:32 13:51 | 3.84 3.96 | 07:06 19:36 | 1.06 0.95 | 07:52 | 16:26 | |
| 18 | Sat | 02:26 14:44 | 3.72 3.88 | 08:00 20:37 | 1.24 1.05 | 07:54 | 16:25 | |
| 19 | Sun | 03:27 15:44 | 3.59 3.80 | 09:03 21:45 | 1.42 1.12 | 07:55 | 16:23 | |
| 20 | Mon | 04:39 16:50 | 3.50 3.75 | 10:15 23:00 | 1.54 1.14 | 07:57 | 16:22 | ☾ |
| 21 | Tue | 05:57 18:02 | 3.49 3.76 | 11:30 | 1.55 | 07:59 | 16:21 | |
| 22 | Wed | 07:10 19:11 | 3.58 3.84 | 00:15 12:42 | 1.07 1.46 | 08:01 | 16:20 | |
| 23 | Thu | 08:14 20:14 | 3.72 3.95 | 01:22 13:44 | 0.93 1.30 | 08:02 | 16:18 | |
| 24 | Fri | 09:09 21:11 | 3.85 4.05 | 02:21 14:39 | 0.79 1.12 | 08:04 | 16:17 | |
| 25 | Sat | 09:58 22:03 | 3.96 4.11 | 03:12 15:28 | 0.69 0.96 | 08:06 | 16:16 | |
| 26 | Sun | 10:42 22:49 | 4.02 4.12 | 03:57 16:14 | 0.65 0.84 | 08:07 | 16:15 | |
| 27 | Mon | 11:21 23:31 | 4.05 4.08 | 04:39 16:57 | 0.67 0.77 | 08:09 | 16:14 | ☾ |
| 28 | Tue | 11:57 | 4.06 | 05:18 17:39 | 0.75 0.76 | 08:11 | 16:13 | |
| 29 | Wed | 00:12 12:33 | 4.01 4.04 | 05:56 18:22 | 0.86 0.79 | 08:12 | 16:12 | |
| 30 | Thu | 00:54 13:12 | 3.89 4.00 | 06:34 19:06 | 1.01 0.86 | 08:14 | 16:11 | |

DECEMBER 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Fri | 01:37 13:54 | 3.76 3.93 | 07:14 19:53 | 1.16 0.96 | 08:15 | 16:11 | |
| 2 | Sat | 02:24 14:39 | 3.60 3.83 | 07:59 20:43 | 1.33 1.08 | 08:17 | 16:10 | |
| 3 | Sun | 03:15 15:30 | 3.44 3.70 | 08:50 21:37 | 1.50 1.21 | 08:18 | 16:09 | |
| 4 | Mon | 04:15 16:27 | 3.31 3.57 | 09:48 22:34 | 1.65 1.32 | 08:20 | 16:09 | |
| 5 | Tue | 05:19 17:31 | 3.23 3.48 | 10:51 23:34 | 1.75 1.38 | 08:21 | 16:08 | ☾ |
| 6 | Wed | 06:24 18:35 | 3.24 3.44 | 11:55 | 1.77 | 08:23 | 16:08 | |
| 7 | Thu | 07:24 19:33 | 3.32 3.47 | 00:35 12:57 | 1.38 1.71 | 08:24 | 16:07 | |
| 8 | Fri | 08:15 20:25 | 3.45 3.54 | 01:31 13:51 | 1.32 1.59 | 08:25 | 16:07 | |
| 9 | Sat | 08:59 21:10 | 3.58 3.63 | 02:18 14:36 | 1.22 1.45 | 08:26 | 16:06 | |
| 10 | Sun | 09:37 21:51 | 3.72 3.72 | 02:58 15:14 | 1.12 1.29 | 08:28 | 16:06 | |
| 11 | Mon | 10:12 22:29 | 3.85 3.81 | 03:34 15:51 | 1.02 1.13 | 08:29 | 16:06 | |
| 12 | Tue | 10:47 23:09 | 3.96 3.89 | 04:09 16:27 | 0.94 0.98 | 08:30 | 16:06 | ● |
| 13 | Wed | 11:24 23:51 | 4.06 3.93 | 04:46 17:08 | 0.88 0.85 | 08:31 | 16:06 | |
| 14 | Thu | 12:05 | 4.12 | 05:26 17:51 | 0.87 0.76 | 08:32 | 16:06 | |
| 15 | Fri | 00:36 12:50 | 3.94 4.15 | 06:09 18:39 | 0.91 0.72 | 08:33 | 16:06 | |
| 16 | Sat | 01:26 13:39 | 3.90 4.14 | 06:56 19:31 | 0.99 0.73 | 08:34 | 16:06 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Sun | 02:19 14:33 | 3.83 4.11 | 07:49 20:29 | 1.11 0.78 | 08:34 | 16:06 | |
| 18 | Mon | 03:18 15:30 | 3.74 4.05 | 8:48 21:30 | 1.23 0.84 | 08:35 | 16:06 | |
| 19 | Tue | 04:21 16:30 | 3.66 3.98 | 09:51 22:35 | 1.33 0.92 | 08:36 | 16:07 | ☾ |
| 20 | Wed | 05:27 17:33 | 3.61 3.92 | 10:57 23:42 | 1.39 0.98 | 08:36 | 16:07 | |
| 21 | Thu | 06:35 18:40 | 3.61 3.87 | 12:05 | 1.41 | 08:37 | 16:07 | |
| 22 | Fri | 07:40 19:46 | 3.65 3.85 | 00:48 13:12 | 1.03 1.38 | 08:38 | 16:08 | |
| 23 | Sat | 08:40 20:50 | 3.73 3.85 | 01:52 14:14 | 1.04 1.29 | 08:38 | 16:08 | |
| 24 | Sun | 09:36 21:49 | 3.82 3.86 | 02:51 15:12 | 1.03 1.18 | 08:38 | 16:09 | |
| 25 | Mon | 10:25 22:41 | 3.91 3.87 | 03:42 16:04 | 1.01 1.06 | 08:39 | 16:10 | |
| 26 | Tue | 11:09 23:26 | 3.97 3.85 | 04:27 16:51 | 1.01 0.96 | 08:39 | 16:10 | |
| 27 | Wed | 11:46 | 4.01 | 05:08 17:33 | 1.02 0.88 | 08:39 | 16:11 | ☾ |
| 28 | Thu | 00:05 12:21 | 3.81 4.03 | 05:45 18:14 | 1.04 0.85 | 08:40 | 16:12 | |
| 29 | Fri | 00:42 12:56 | 3.75 4.02 | 06:20 18:54 | 1.07 0.86 | 08:40 | 16:13 | |
| 30 | Sat | 01:19 13:33 | 3.69 3.98 | 06:56 19:34 | 1.13 0.90 | 08:40 | 16:14 | |
| 31 | Sun | 01:59 14:12 | 3.61 3.91 | 07:34 20:15 | 1.20 0.97 | 08:40 | 16:15 | |



Services:

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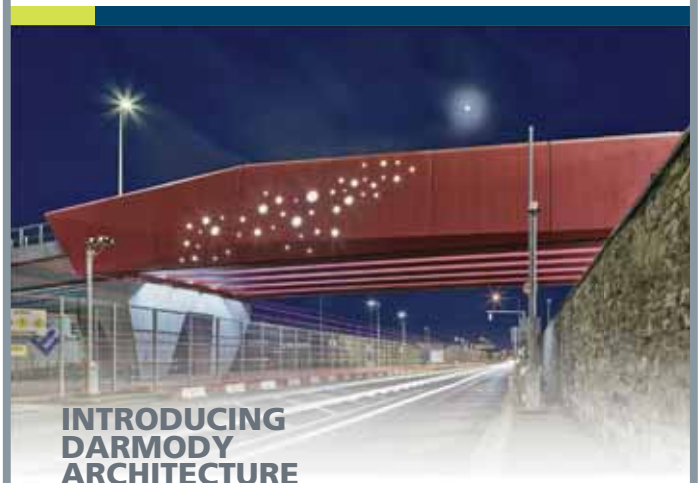
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INTRODUCING DARMODY ARCHITECTURE

We are an architectural practice, with a passion for detail and wide spectrum of experience, based in Dublin, Ireland. We specialise in **Architecture, Urban Planning and Public Realm** with a portfolio that spans complex mixed use developments to exquisite private residences. Currently we are engaged in a varied range of projects in a variety of sectors in Ireland & the UK.

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darmodyarchitecture.com

TIDE TABLES

Soldiers Point, Dundalk

JANUARY 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Sun | 07:14 19:22 | 4.39 4.61 | 00:28 12:53 | 1.17 1.58 | 08:44 | 16:13 | |
| 2 | Mon | 08:15 20:26 | 4.46 4.56 | 01:44 14:12 | 1.27 1.53 | 08:44 | 16:14 | |
| 3 | Tue | 09:10 21:24 | 4.56 4.55 | 03:00 15:26 | 1.29 1.41 | 08:43 | 16:15 | |
| 4 | Wed | 09:59 22:15 | 4.68 4.56 | 04:03 16:29 | 1.27 1.27 | 08:43 | 16:16 | |
| 5 | Thu | 10:40 22:57 | 4.78 4.56 | 04:54 17:18 | 1.24 1.14 | 08:43 | 16:18 | |
| 6 | Fri | 11:15 23:32 | 4.85 4.55 | 05:34 17:59 | 1.20 1.04 | 08:42 | 16:19 | ○ |
| 7 | Sat | 11:48 | 4.90 | 06:08 18:34 | 1.16 0.97 | 08:42 | 16:20 | |
| 8 | Sun | 00:04 12:19 | 4.54 4.91 | 06:37 19:06 | 1.14 0.93 | 08:41 | 16:22 | |
| 9 | Mon | 00:38 12:51 | 4.53 4.90 | 07:06 19:36 | 1.13 0.92 | 08:41 | 16:23 | |
| 10 | Tue | 01:12 13:26 | 4.51 4.86 | 07:33 20:05 | 1.15 0.93 | 08:40 | 16:25 | |
| 11 | Wed | 01:49 14:04 | 4.48 4.79 | 08:02 20:33 | 1.19 0.95 | 08:39 | 16:26 | |
| 12 | Thu | 02:29 14:45 | 4.42 4.70 | 08:34 21:06 | 1.26 0.99 | 08:39 | 16:28 | |
| 13 | Fri | 03:12 15:28 | 4.35 4.60 | 09:10 21:42 | 1.35 1.06 | 08:38 | 16:30 | |
| 14 | Sat | 04:00 16:15 | 4.26 4.48 | 09:50 22:24 | 1.46 1.15 | 08:37 | 16:31 | |
| 15 | Sun | 04:53 17:08 | 4.18 4.37 | 10:37 23:15 | 1.57 1.25 | 08:36 | 16:33 | ☾ |
| 16 | Mon | 05:52 18:09 | 4.15 4.31 | 11:35 | 1.63 | 08:35 | 16:35 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Tue | 06:57 19:57 | 4.21 4.33 | 00:19 12:47 | 1.31 1.59 | 08:34 | 16:36 | |
| 18 | Wed | 08:00 20:27 | 4.37 4.46 | 01:36 14:06 | 1.28 1.41 | 08:33 | 16:38 | |
| 19 | Thu | 08:59 21:29 | 4.61 4.66 | 02:51 15:22 | 1.14 1.13 | 08:32 | 16:40 | |
| 20 | Fri | 09:51 22:24 | 4.88 4.86 | 04:00 16:28 | 0.94 0.78 | 08:31 | 16:42 | |
| 21 | Sat | 10:41 23:15 | 5.14 5.02 | 04:58 17:25 | 0.74 0.46 | 08:29 | 16:44 | ● |
| 22 | Sun | 11:27 | 5.33 | 05:46 18:13 | 0.58 0.21 | 08:28 | 16:45 | |
| 23 | Mon | 00:04 12:14 | 5.08 5.44 | 06:29 18:57 | 0.49 0.08 | 08:27 | 16:47 | |
| 24 | Tue | 00:52 13:01 | 5.05 5.45 | 07:10 19:40 | 0.51 0.08 | 08:25 | 16:49 | |
| 25 | Wed | 01:41 13:50 | 4.94 5.38 | 07:50 20:22 | 0.60 0.21 | 08:24 | 16:51 | |
| 26 | Thu | 02:31 14:41 | 4.78 5.23 | 08:33 21:05 | 0.77 0.43 | 08:22 | 16:53 | |
| 27 | Fri | 03:24 15:35 | 4.59 5.01 | 09:17 21:50 | 0.97 0.72 | 08:21 | 16:55 | |
| 28 | Sat | 04:19 16:33 | 4.40 4.75 | 10:06 22:39 | 1.20 1.05 | 08:19 | 16:57 | ☾ |
| 29 | Sun | 05:21 17:36 | 4.24 4.49 | 11:00 23:37 | 1.42 1.37 | 08:18 | 16:59 | |
| 30 | Mon | 06:27 18:46 | 4.16 4.29 | 12:07 | 1.59 | 08:16 | 17:01 | |
| 31 | Tue | 07:33 19:56 | 4.18 4.20 | 00:53 13:35 | 1.59 1.63 | 08:15 | 17:03 | |

FEBRUARY 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|------|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Wed | 08:36 21:03 | 4.30 4.20 | 02:29 15:06 | 1.65 1.52 | 08:13 | 17:05 | |
| 2 | Thur | 09:33 22:00 | 4.46 4.28 | 03:45 16:16 | 1.57 1.33 | 08:11 | 17:06 | |
| 3 | Fri | 10:20 22:43 | 4.63 4.36 | 04:41 17:06 | 1.43 1.14 | 08:10 | 17:08 | |
| 4 | Sat | 10:57 23:17 | 4.76 4.43 | 05:20 17:45 | 1.27 0.97 | 8:07 | 17:11 | |
| 5 | Sun | 11:30 23:47 | 4.84 4.48 | 05:53 18:17 | 1.13 0.85 | 08:06 | 17:13 | ○ |
| 6 | Mon | 12:00 | 4.87 | 06:20 18:46 | 1.01 0.77 | 08:04 | 17:15 | |
| 7 | Tue | 00:15 12:27 | 4.52 4.89 | 06:46 19:10 | 0.92 0.71 | 08:02 | 17:17 | |
| 8 | Wed | 00:44 12:58 | 4.56 4.88 | 07:09 19:34 | 0.87 0.67 | 08:00 | 17:19 | |
| 9 | Thur | 01:16 13:33 | 4.59 4.86 | 07:36 20:01 | 0.84 0.65 | 07:58 | 17:21 | |
| 10 | Fri | 01:53 14:12 | 4.59 4.81 | 08:05 20:33 | 0.86 0.68 | 07:56 | 17:23 | |
| 11 | Sat | 02:33 14:53 | 4.54 4.72 | 08:38 21:06 | 0.92 0.77 | 07:54 | 17:25 | |
| 12 | Sun | 03:17 15:37 | 4.44 4.58 | 09:15 21:44 | 1.05 0.94 | 07:52 | 17:27 | |
| 13 | Mon | 04:05 16:28 | 4.29 4.40 | 09:56 22:30 | 1.22 1.17 | 07:50 | 17:29 | ☾ |
| 14 | Tue | 05:02 17:30 | 4.14 4.22 | 10:50 23:32 | 1.41 1.40 | 07:48 | 17:31 | |
| 15 | Wed | 06:12 18:48 | 4.07 4.13 | 12:05 | 1.52 | 07:46 | 17:33 | |
| 16 | Thu | 07:31 20:13 | 4.16 4.24 | 00:59 13:40 | 1.49 1.41 | 07:44 | 17:35 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|---------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Fri | 08:41 21:22 | 4.42 4.49 | 02:34 15:11 | 1.35 1.08 | 07:42 | 17:37 | |
| 18 | Sat | 09:39 22:18 | 4.76 4.75 | 03:51 16:23 | 1.06 0.65 | 07:40 | 17:39 | |
| 19 | Sun | 10:30 23:07 | 5.07 4.94 | 04:51 17:18 | 0.74 0.26 | 07:37 | 17:41 | |
| 20 | Mon | 11:15 23:51 | 5.30 5.02 | 05:36 18:03 | 0.48 -0.01 | 07:35 | 17:43 | ● |
| 21 | Tue | 11:58 | 5.42 | 06:16 18:44 | 0.31 -0.14 | 07:33 | 17:45 | |
| 22 | Wed | 00:33 12:42 | 5.01 5.43 | 06:54 19:23 | 0.26 -0.10 | 07:31 | 17:47 | |
| 23 | Thu | 01:15 13:25 | 4.91 5.33 | 07:31 20:00 | 0.31 0.08 | 07:29 | 17:49 | |
| 24 | Fri | 01:57 14:11 | 4.76 5.15 | 08:10 20:38 | 0.47 0.37 | 07:26 | 17:51 | |
| 25 | Sat | 02:40 14:59 | 4.57 4.89 | 08:50 21:17 | 0.69 0.73 | 07:24 | 17:53 | |
| 26 | Sun | 03:28 15:52 | 4.36 4.57 | 09:34 22:00 | 0.97 1.12 | 07:22 | 17:55 | |
| 27 | Mon | 04:24 16:54 | 4.15 4.24 | 10:25 22:50 | 1.26 1.50 | 07:19 | 17:57 | ☾ |
| 28 | Tue | 05:33 18:09 | 3.99 3.98 | 11:28 23:56 | 1.51 1.80 | 07:17 | 17:59 | |

TIDE TABLES

Soldiers Point, Dundalk

MARCH 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon | Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|------|----------------|--------------|----------------|--------------|--------------|-------|------|------|-----|----------------|--------------|----------------|---------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | | | | Time | m | Time | m | Time | Time | |
| 1 | Wed | 06:48 19:26 | 3.95 3.88 | 12:53 | 1.63 | 07:15 | 18:01 | | 17 | Fri | 07:10 20:08 | 4.09 4.15 | 00:41 13:32 | 1.60 1.26 | 06:36 | 18:32 | |
| 2 | Thur | 08:00 20:41 | 4.06 3.95 | 01:50 14:41 | 1.89 1.51 | 07:12 | 18:03 | | 18 | Sat | 08:26 21:17 | 4.37 4.43 | 02:22 15:04 | 1.41 0.89 | 06:34 | 18:33 | |
| 3 | Fri | 09:05 21:42 | 4.27 4.10 | 03:23 15:55 | 1.72 1.27 | 07:10 | 18:05 | | 19 | Sun | 09:26 22:11 | 4.71 4.69 | 03:40 16:13 | 1.06 0.46 | 06:31 | 18:35 | |
| 4 | Sat | 09:55 22:24 | 4.48 4.26 | 04:20 16:44 | 1.48 1.03 | 07:08 | 18:07 | | 20 | Mon | 10:16 22:56 | 5.02 4.87 | 04:37 17:04 | 0.70 0.11 | 06:29 | 18:37 | |
| 5 | Sun | 10:34 22:55 | 4.65 4.39 | 04:59 17:20 | 1.23 0.83 | 07:05 | 18:09 | | 21 | Tue | 11:00 23:36 | 5.23 4.94 | 05:21 17:48 | 0.40 -0.11 | 6:26 | 18:39 | ● |
| 6 | Mon | 11:06 23:23 | 4.75 4.48 | 05:30 17:51 | 1.01 0.67 | 07:03 | 18:11 | | 22 | Wed | 11:41 | 5.32 | 06:00 18:26 | 0.22 -0.16 | 06:24 | 18:41 | |
| 7 | Tue | 11:34 23:48 | 4.81 4.57 | 05:57 18:16 | 0.83 0.56 | 7:01 | 18:13 | ○ | 23 | Thu | 00:11 12:21 | 4.92 5.29 | 06:36 19:02 | 0.15 -0.06 | 06:22 | 18:43 | |
| 8 | Wed | 12:00 | 4.85 | 06:19 18:40 | 0.70 0.48 | 06:58 | 18:14 | | 24 | Fri | 00:46 13:01 | 4.85 5.18 | 07:12 19:37 | 0.19 0.16 | 06:19 | 18:45 | |
| 9 | Thur | 00:13 12:29 | 4.65 4.88 | 06:42 19:04 | 0.60 0.42 | 06:56 | 18:16 | | 25 | Sat | 01:23 13:44 | 4.74 4.98 | 07:49 20:11 | 0.33 0.46 | 06:17 | 18:47 | |
| 10 | Fri | 00:43 13:03 | 4.71 4.89 | 07:08 19:31 | 0.53 0.42 | 06:53 | 18:18 | | 26 | Sun | 03:03 15:29 | 4.59 4.72 | 09:28 21:48 | 0.55 0.81 | 07:14 | 19:48 | |
| 11 | Sat | 01:19 13:41 | 4.73 4.85 | 07:39 20:04 | 0.54 0.49 | 06:51 | 18:20 | | 27 | Mon | 03:46 16:19 | 4.41 4.40 | 10:10 22:28 | 0.82 1.20 | 07:12 | 19:50 | |
| 12 | Sun | 01:58 14:23 | 4.68 4.75 | 08:12 20:38 | 0.62 0.65 | 06:49 | 18:22 | | 28 | Tue | 04:36 17:19 | 4.20 4.07 | 10:59 23:15 | 1.12 1.57 | 07:09 | 19:52 | |
| 13 | Mon | 02:42 15:09 | 4.56 4.58 | 08:50 21:17 | 0.78 0.90 | 06:46 | 18:24 | | 29 | Wed | 05:42 18:36 | 3.99 3.81 | 11:57 21:48 | 1.39 | 07:07 | 19:54 | ☾ |
| 14 | Tue | 03:30 16:01 | 4.37 4.34 | 09:33 22:03 | 1.01 1.21 | 06:44 | 18:26 | | 30 | Thu | 07:06 19:55 | 3.88 3.72 | 00:15 13:13 | 1.87 1.53 | 07:04 | 19:56 | |
| 15 | Wed | 04:27 17:08 | 4.16 4.10 | 10:30 23:08 | 1.26 1.50 | 06:41 | 18:28 | ☾ | 31 | Fri | 08:24 21:11 | 3.94 3.83 | 01:44 14:57 | 1.97 1.44 | 07:02 | 19:58 | |
| 16 | Thu | 05:42 18:39 | 4.02 4.00 | 11:51 | 1.40 | 06:39 | 18:30 | | | | | | | | | | |

APRIL 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon | Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | | | | Time | m | Time | m | Time | Time | |
| 1 | Sat | 09:30 22:10 | 4.13 4.02 | 03:41 16:13 | 1.79 1.20 | 06:59 | 20:00 | | 17 | Mon | 10:09 22:56 | 4.75 4.67 | 04:13 16:50 | 1.05 0.38 | 06:21 | 20:29 | |
| 2 | Sun | 10:22 22:52 | 4.35 4.23 | 04:42 17:05 | 1.51 0.95 | 06:57 | 20:02 | | 18 | Tue | 11:00 23:39 | 4.98 4.80 | 05:12 17:43 | 0.73 0.15 | 06:19 | 20:31 | |
| 3 | Mon | 11:03 23:25 | 4.54 4.40 | 05:23 17:44 | 1.21 0.73 | 06:54 | 20:03 | | 19 | Wed | 11:45 | 5.11 | 06:01 18:28 | 0.48 0.04 | 06:16 | 20:33 | |
| 4 | Tue | 11:36 23:52 | 4.66 4.52 | 05:56 18:14 | 0.96 0.56 | 06:52 | 20:05 | | 20 | Thu | 00:17 12:24 | 4.84 5.14 | 06:42 19:06 | 0.33 0.07 | 06:14 | 20:35 | ● |
| 5 | Wed | 12:03 | 4.75 | 06:23 18:42 | 0.75 0.43 | 06:50 | 20:07 | | 21 | Fri | 00:50 13:02 | 4.83 5.09 | 07:18 19:41 | 0.27 0.21 | 06:12 | 20:37 | |
| 6 | Thu | 00:16 12:30 | 4.64 4.82 | 06:48 19:06 | 0.58 0.34 | 06:47 | 20:09 | ○ | 22 | Sat | 01:21 13:41 | 4.79 4.97 | 07:55 20:15 | 0.31 0.41 | 06:09 | 20:39 | |
| 7 | Fri | 00:41 13:00 | 4.74 4.87 | 07:13 19:34 | 0.46 0.31 | 06:45 | 20:11 | | 23 | Sun | 01:57 14:22 | 4.73 4.79 | 08:32 20:48 | 0.42 0.67 | 06:07 | 20:41 | |
| 8 | Sat | 01:12 13:36 | 4.82 4.88 | 07:43 20:05 | 0.39 0.34 | 06:42 | 20:13 | | 24 | Mon | 02:35 15:07 | 4.64 4.57 | 09:11 21:23 | 0.60 0.96 | 06:05 | 20:42 | |
| 9 | Sun | 01:49 14:16 | 4.84 4.84 | 08:16 20:40 | 0.40 0.47 | 06:40 | 20:15 | | 25 | Tue | 03:17 15:55 | 4.51 4.30 | 09:53 22:02 | 0.82 1.27 | 06:03 | 20:44 | |
| 10 | Mon | 02:31 15:02 | 4.78 4.72 | 08:54 21:17 | 0.51 0.70 | 06:37 | 20:16 | | 26 | Wed | 04:04 16:52 | 4.33 4.02 | 10:40 22:48 | 1.05 1.57 | 06:01 | 20:46 | |
| 11 | Tue | 03:17 15:52 | 4.66 4.53 | 09:35 22:00 | 0.69 0.99 | 06:35 | 20:18 | | 27 | Thu | 05:03 18:02 | 4.12 3.80 | 11:34 23:45 | 1.27 1.81 | 05:58 | 20:48 | ☾ |
| 12 | Wed | 04:09 16:51 | 4.47 4.29 | 10:25 22:53 | 0.93 1.31 | 06:33 | 20:20 | | 28 | Fri | 06:23 19:18 | 3.97 3.72 | 12:37 | 1.39 | 05:56 | 20:50 | |
| 13 | Thu | 05:10 18:05 | 4.27 4.08 | 11:29 | 1.14 | 06:30 | 20:22 | ☾ | 29 | Sat | 07:41 20:27 | 3.96 3.81 | 00:54 13:54 | 1.91 1.36 | 05:54 | 20:51 | |
| 14 | Fri | 06:27 19:37 | 4.16 4.05 | 00:00 12:49 | 1.55 1.19 | 06:28 | 20:24 | | 30 | Sun | 08:46 21:25 | 4.08 4.00 | 02:20 15:11 | 1.81 1.19 | 05:52 | 20:54 | |
| 15 | Sat | 07:54 20:59 | 4.23 4.22 | 01:28 14:20 | 1.58 1.02 | 06:26 | 20:26 | | | | | | | | | | |
| 16 | Sun | 09:08 22:04 | 4.47 4.46 | 02:58 15:44 | 1.37 0.70 | 06:23 | 20:28 | | | | | | | | | | |

TIDE TABLES

Soldiers Point, Dundalk

MAY 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Mon | 09:39 22:10 | 4.26 4.21 | 03:36 16:07 | 1.57 0.98 | 05:50 | 20:55 | |
| 2 | Tue | 10:22 22:46 | 4.43 4.39 | 04:27 16:53 | 1.30 0.77 | 05:48 | 20:57 | |
| 3 | Wed | 10:57 23:15 | 4.57 4.55 | 05:07 17:29 | 1.05 0.60 | 05:46 | 20:59 | |
| 4 | Thu | 11:28 23:42 | 4.70 4.70 | 05:41 18:02 | 0.82 0.46 | 05:44 | 21:01 | |
| 5 | Fri | 11:59 | 4.80 | 06:13 18:34 | 0.63 0.38 | 05:42 | 21:03 | ○ |
| 6 | Sat | 00:11 12:34 | 4.83 4.86 | 06:45 19:08 | 0.48 0.36 | 05:40 | 21:05 | |
| 7 | Sun | 00:46 13:15 | 4.91 4.88 | 07:21 19:44 | 0.41 0.43 | 05:38 | 21:06 | |
| 8 | Mon | 01:27 14:00 | 4.93 4.82 | 08:00 20:23 | 0.43 0.59 | 05:36 | 21:08 | |
| 9 | Tue | 02:12 14:51 | 4.89 4.70 | 08:43 21:06 | 0.52 0.82 | 05:34 | 21:10 | |
| 10 | Wed | 03:03 15:47 | 4.79 4.53 | 09:32 21:53 | 0.67 1.08 | 05:32 | 21:12 | |
| 11 | Thu | 04:00 16:51 | 4.66 4.35 | 10:27 22:48 | 0.83 1.31 | 05:30 | 21:13 | |
| 12 | Fri | 05:04 18:06 | 4.53 4.23 | 11:30 23:52 | 0.93 1.46 | 05:28 | 21:15 | ☾ |
| 13 | Sat | 06:18 19:25 | 4.46 4.22 | 12:40 | 0.93 | 05:27 | 21:17 | |
| 14 | Sun | 07:35 20:37 | 4.51 4.33 | 01:05 13:56 | 1.47 0.83 | 05:25 | 21:19 | |
| 15 | Mon | 08:45 21:39 | 4.64 4.49 | 02:23 15:12 | 1.38 0.66 | 05:23 | 21:20 | |
| 16 | Tue | 09:45 22:32 | 4.79 4.62 | 03:36 16:18 | 1.12 0.51 | 05:21 | 21:22 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Wed | 10:39 23:18 | 4.90 4.71 | 04:40 17:16 | 0.90 0.42 | 05:20 | 21:24 | |
| 18 | Thu | 11:27 23:57 | 4.95 4.75 | 05:35 18:05 | 0.72 0.41 | 05:18 | 21:25 | |
| 19 | Fri | | | 06:22 18:47 | 0.61 0.48 | 05:17 | 21:27 | ● |
| 20 | Sat | 00:30 12:48 | 4.76 4.86 | 07:04 19:23 | 0.56 0.60 | 05:15 | 21:29 | |
| 21 | Sun | 01:02 13:25 | 4.76 4.75 | 07:43 19:57 | 0.58 0.74 | 05:14 | 21:30 | |
| 22 | Mon | 01:36 14:05 | 4.75 4.62 | 08:21 20:30 | 0.64 0.91 | 05:12 | 21:32 | |
| 23 | Tue | 02:15 14:48 | 4.70 4.46 | 08:59 21:05 | 0.74 1.10 | 05:11 | 21:33 | |
| 24 | Wed | 02:56 15:34 | 4.62 4.28 | 09:39 21:43 | 0.88 1.29 | 05:09 | 21:35 | |
| 25 | Thu | 03:41 16:25 | 4.48 4.09 | 10:23 22:24 | 1.03 1.49 | 05:08 | 21:36 | |
| 26 | Fri | 04:33 17:23 | 4.32 3.93 | 11:09 23:14 | 1.16 1.66 | 05:17 | 21:38 | |
| 27 | Sat | 05:34 18:29 | 4.17 3.84 | 12:01 | 1.26 | 05:06 | 21:39 | ☾ |
| 28 | Sun | 06:45 19:34 | 4.08 3.87 | 00:11 12:58 | 1.76 1.28 | 05:04 | 21:41 | |
| 29 | Mon | 07:50 20:31 | 4.10 3.99 | 01:12 13:59 | 1.75 1.22 | 05:03 | 21:42 | |
| 30 | Tue | 08:45 21:19 | 4.20 4.17 | 02:17 14:58 | 1.63 1.08 | 05:02 | 21:43 | |
| 31 | Wed | 09:32 21:59 | 4.35 4.36 | 03:16 15:53 | 1.44 0.92 | 05:01 | 21:45 | |

JUNE 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Thu | 10:14 22:35 | 4.50 4.55 | 04:07 16:39 | 1.21 0.77 | 05:00 | 21:46 | |
| 2 | Fri | 10:54 23:09 | 4.65 4.73 | 04:54 17:23 | 0.99 0.66 | 04:59 | 21:47 | |
| 3 | Sat | 11:33 23:47 | 4.78 4.88 | 05:38 18:06 | 0.77 0.55 | 04:58 | 21:48 | |
| 4 | Sun | | | 06:22 18:48 | 0.59 0.52 | 04:58 | 21:49 | ○ |
| 5 | Mon | 00:27 13:03 | 5.00 4.89 | 07:06 19:29 | 0.48 0.57 | 05:57 | 21:50 | |
| 6 | Tue | 01:12 13:52 | 5.06 4.85 | 07:51 20:13 | 0.45 0.68 | 04:56 | 21:51 | |
| 7 | Wed | 02:00 14:45 | 5.06 4.76 | 08:39 20:57 | 0.48 0.84 | 04:55 | 21:52 | |
| 8 | Thu | 02:54 15:43 | 5.01 4.64 | 09:30 21:45 | 0.55 1.02 | 04:55 | 21:53 | |
| 9 | Fri | 03:52 16:45 | 4.93 4.52 | 10:23 22:38 | 0.62 1.18 | 04:54 | 21:54 | |
| 10 | Sat | 04:54 17:52 | 4.85 4.42 | 11:20 23:34 | 0.69 1.30 | 04:54 | 21:55 | ☾ |
| 11 | Sun | 06:01 19:00 | 4.77 4.37 | 12:20 | 0.75 | 04:53 | 21:56 | |
| 12 | Mon | 07:10 20:06 | 4.73 4.39 | 00:35 13:25 | 1.35 0.80 | 04:53 | 21:57 | |
| 13 | Tue | 08:17 21:08 | 4.73 4.45 | 01:44 14:36 | 1.34 0.82 | 04:53 | 21:57 | |
| 14 | Wed | 09:19 22:04 | 4.73 4.53 | 02:57 15:45 | 1.27 0.83 | 04:52 | 21:58 | |
| 15 | Thu | 10:18 22:54 | 4.74 4.61 | 04:09 16:50 | 1.16 0.84 | 04:52 | 21:59 | |
| 16 | Fri | 11:09 23:37 | 4.73 4.67 | 05:13 17:44 | 1.04 0.87 | 04:52 | 21:59 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Sat | 11:55 | 4.70 | 06:07 18:30 | 0.94 0.91 | 04:52 | 22:00 | |
| 18 | Sun | 00:14 12:35 | 4.72 4.64 | 06:53 19:08 | 0.86 0.95 | 04:52 | 22:00 | ● |
| 19 | Mon | 00:46 13:11 | 4.76 4.57 | 07:33 19:41 | 0.83 1.00 | 04:52 | 22:00 | |
| 20 | Tue | 01:20 13:48 | 4.78 4.50 | 08:10 20:14 | 0.83 1.06 | 04:52 | 22:01 | |
| 21 | Wed | 01:55 14:27 | 4.77 4.42 | 08:46 20:46 | 0.86 1.13 | 04:52 | 22:01 | |
| 22 | Thu | 02:34 15:08 | 4.73 4.33 | 09:22 21:20 | 0.91 1.22 | 04:52 | 22:01 | |
| 23 | Fri | 03:15 15:51 | 4.64 4.23 | 09:59 21:55 | 0.98 1.33 | 04:52 | 22:00 | |
| 24 | Sat | 04:00 16:38 | 4.53 4.13 | 10:38 22:35 | 1.06 1.45 | 04:53 | 22:01 | |
| 25 | Sun | 04:48 17:29 | 4.40 4.04 | 17:29 11:19 | 4.04 1.14 | 04:53 | 22:01 | |
| 26 | Mon | 05:40 18:24 | 4.28 4.00 | 12:05 | 1.21 | 04:53 | 22:01 | ☾ |
| 27 | Tue | 06:38 19:23 | 4.21 4.02 | 00:11 12:56 | 1.63 1.24 | 04:54 | 22:01 | |
| 28 | Wed | 07:39 20:19 | 4.20 4.12 | 01:07 13:52 | 1.63 1.21 | 04:54 | 22:01 | |
| 29 | Thu | 08:38 21:11 | 4.28 4.29 | 02:08 14:52 | 1.55 1.14 | 04:55 | 22:01 | |
| 30 | Fri | 09:33 21:59 | 4.41 4.50 | 03:11 15:15 | 1.38 1.02 | 04:56 | 22:01 | |

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- Landscape and Visual Impact Assessment
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TIDE TABLES

Soldiers Point, Dundalk

JULY 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Sat | 10:27 22:45 | 4.57 4.72 | 04:12 16:51 | 1.15 0.89 | 04:57 | 22:10 | |
| 2 | Sun | 11:16 23:39 | 4.74 4.93 | 05:12 17:44 | 0.90 0.75 | 04:57 | 22:00 | |
| 3 | Mon | 12:05 | 4.87 | 06:07 18:33 | 0.65 0.65 | 04:58 | 21:59 | ○ |
| 4 | Tue | 00:14 12:54 | 5.10 4.94 | 06:57 19:17 | 0.45 0.60 | 04:59 | 21:59 | |
| 5 | Wed | 01:00 13:43 | 5.22 4.94 | 07:45 20:02 | 0.32 0.63 | 05:00 | 21:58 | |
| 6 | Thu | 01:48 14:35 | 5.27 4.88 | 08:31 20:45 | 0.28 0.71 | 05:01 | 21:58 | |
| 7 | Fri | 02:40 15:29 | 5.26 4.78 | 09:19 21:30 | 0.31 0.83 | 05:02 | 21:57 | |
| 8 | Sat | 03:35 16:25 | 5.19 4.65 | 10:07 22:17 | 0.41 0.98 | 05:03 | 21:56 | |
| 9 | Sun | 04:33 17:24 | 5.07 4.51 | 10:58 23:08 | 0.56 1.14 | 05:04 | 21:56 | |
| 10 | Mon | 05:34 18:26 | 4.91 4.40 | 11:51 | 0.75 | 05:05 | 21:55 | ☾ |
| 11 | Tue | 06:39 19:30 | 4.75 4.33 | 00:02 12:49 | 1.29 0.95 | 05:06 | 21:54 | |
| 12 | Wed | 07:48 20:34 | 4.62 4.34 | 01:06 13:58 | 1.40 1.13 | 05:07 | 21:53 | |
| 13 | Thu | 08:54 21:35 | 4.53 4.41 | 02:20 15:13 | 1.45 1.24 | 05:08 | 21:52 | |
| 14 | Fri | 09:57 22:30 | 4.49 4.51 | 03:43 16:27 | 1.40 1.28 | 05:10 | 21:51 | |
| 15 | Sat | 10:55 23:18 | 4.49 4.63 | 04:57 17:27 | 1.28 1.25 | 05:11 | 21:50 | |
| 16 | Sun | 11:43 23:57 | 4.50 4.73 | 05:58 18:15 | 1.14 1.20 | 05:12 | 21:49 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Mon | 12:22 | 4.49 | 06:43 18:53 | 1.01 1.15 | 05:14 | 21:47 | ● |
| 18 | Tue | 00:30 12:55 | 4.79 4.47 | 07:21 19:26 | 0.92 1.09 | 05:15 | 21:46 | |
| 19 | Wed | 01:10 13:27 | 4.83 4.46 | 07:55 19:55 | 0.86 1.06 | 05:16 | 21:45 | |
| 20 | Thu | 01:33 14:01 | 4.85 4.45 | 08:26 20:23 | 0.84 1.05 | 05:18 | 21:44 | |
| 21 | Fri | 02:07 14:36 | 4.83 4.43 | 08:56 20:52 | 0.85 1.06 | 05:19 | 21:42 | |
| 22 | Sat | 02:44 15:14 | 4.78 4.40 | 09:26 21:22 | 0.88 1.12 | 05:21 | 21:41 | |
| 23 | Sun | 03:24 15:54 | 4.70 4.34 | 09:57 21:55 | 0.93 1.20 | 05:22 | 21:39 | |
| 24 | Mon | 04:06 16:38 | 4.59 4.27 | 10:30 22:31 | 1.01 1.31 | 05:24 | 21:38 | |
| 25 | Tue | 04:52 17:26 | 4.46 4.17 | 11:08 23:14 | 1.11 1.44 | 05:25 | 21:36 | ☾ |
| 26 | Wed | 05:43 18:20 | 4.32 4.10 | 11:55 | 1.24 | 05:27 | 21:35 | |
| 27 | Thu | 06:43 19:23 | 4.20 4.08 | 00:04 12:52 | 1.56 1.35 | 05:29 | 21:33 | |
| 28 | Fri | 07:54 20:30 | 4.17 4.19 | 01:01 14:02 | 1.60 1.38 | 05:30 | 21:31 | |
| 29 | Sat | 09:06 21:32 | 4.27 4.41 | 02:27 15:18 | 1.50 1.29 | 05:32 | 21:30 | |
| 30 | Sun | 10:10 22:26 | 4.47 4.69 | 03:46 16:29 | 1.26 1.11 | 05:34 | 21:28 | |
| 31 | Mon | 11:05 23:15 | 4.70 4.98 | 04:57 17:30 | 0.92 0.88 | 05:35 | 21:26 | |

AUGUST 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Tue | 11:55 | 4.90 | 05:58 18:21 | 0.57 0.66 | 05:37 | 21:24 | ○ |
| 2 | Wed | 00:01 12:42 | 5.23 5.01 | 06:48 19:06 | 0.26 0.51 | 05:39 | 21:23 | |
| 3 | Thu | 00:45 13:28 | 5.40 5.04 | 07:34 19:47 | 0.07 0.45 | 05:40 | 21:21 | |
| 4 | Fri | 01:30 14:15 | 5.47 4.99 | 08:17 20:27 | 0.02 0.48 | 05:42 | 21:19 | |
| 5 | Sat | 02:18 15:03 | 5.43 4.87 | 09:00 21:08 | 0.10 0.60 | 05:44 | 21:17 | |
| 6 | Sun | 03:08 15:52 | 5.31 4.71 | 09:43 21:52 | 0.30 0.79 | 05:45 | 21:15 | |
| 7 | Mon | 04:01 16:45 | 5.12 4.53 | 10:28 22:38 | 0.57 1.02 | 05:47 | 21:13 | |
| 8 | Tue | 04:58 17:44 | 4.86 4.35 | 11:16 23:30 | 0.88 1.26 | 05:49 | 21:11 | ☾ |
| 9 | Wed | 06:03 18:49 | 4.58 4.22 | 12:11 | 1.21 | 05:51 | 21:09 | |
| 10 | Thu | 07:17 19:59 | 4.36 4.20 | 00:31 13:15 | 1.48 1.49 | 05:52 | 21:07 | |
| 11 | Fri | 08:31 21:06 | 4.24 4.28 | 01:49 14:43 | 1.59 1.63 | 05:54 | 21:05 | |
| 12 | Sat | 09:42 22:08 | 4.24 4.44 | 03:27 16:09 | 1.54 1.60 | 05:56 | 21:03 | |
| 13 | Sun | 10:45 23:00 | 4.31 4.62 | 04:49 17:13 | 1.36 1.48 | 05:58 | 21:01 | |
| 14 | Mon | 11:32 23:39 | 4.39 4.76 | 05:46 18:00 | 1.15 1.32 | 06:00 | 20:58 | |
| 15 | Tue | 12:08 | 4.44 | 06:30 18:36 | 0.97 1.16 | 06:01 | 20:56 | |
| 16 | Wed | 00:12 12:36 | 4.85 4.48 | 07:03 19:06 | 0.84 1.03 | 06:03 | 20:54 | ● |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Thu | 00:40 13:03 | 4.90 4.51 | 07:33 19:33 | 0.76 0.94 | 06:05 | 20:52 | |
| 18 | Fri | 01:08 13:32 | 4.92 4.54 | 07:59 19:57 | 0.72 0.88 | 06:07 | 20:50 | |
| 19 | Sat | 01:37 14:03 | 4.91 4.57 | 08:23 20:23 | 0.71 0.87 | 06:08 | 20:48 | |
| 20 | Sun | 02:11 14:36 | 4.88 4.57 | 08:49 20:50 | 0.72 0.89 | 06:10 | 20:45 | |
| 21 | Mon | 02:48 15:15 | 4.82 4.54 | 09:17 21:22 | 0.77 0.97 | 06:12 | 20:43 | |
| 22 | Tue | 03:29 15:57 | 4.71 4.46 | 09:50 21:56 | 0.88 1.10 | 06:14 | 20:41 | |
| 23 | Wed | 04:12 16:42 | 4.56 4.32 | 10:27 22:35 | 1.05 1.28 | 06:16 | 20:38 | |
| 24 | Thu | 05:02 17:35 | 4.35 4.17 | 11:11 23:24 | 1.28 1.48 | 06:17 | 20:36 | ☾ |
| 25 | Fri | 06:03 18:40 | 4.15 4.06 | 12:08 | 1.50 | 06:19 | 20:34 | |
| 26 | Sat | 07:24 19:59 | 4.04 4.11 | 00:32 13:28 | 1.62 1.61 | 06:21 | 20:31 | |
| 27 | Sun | 08:52 21:12 | 4.15 4.36 | 02:04 14:57 | 1.56 1.51 | 06:23 | 20:29 | |
| 28 | Mon | 10:01 22:11 | 4.42 4.71 | 03:35 16:17 | 1.24 1.24 | 06:25 | 20:27 | |
| 29 | Tue | 10:57 23:00 | 4.71 5.06 | 04:51 17:20 | 0.80 0.90 | 06:26 | 20:24 | |
| 30 | Wed | 11:44 23:45 | 4.94 5.34 | 05:50 18:09 | 0.37 0.60 | 06:28 | 20:22 | |
| 31 | Thu | 12:27 | 5.08 | 06:36 18:51 | 0.04 0.38 | 06:30 | 20:20 | ○ |

TIDE TABLES

Soldiers Point, Dundalk

SEPTEMBER 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|---------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Fri | 00:27 13:08 | 5.51 5.11 | 07:18 19:29 | -0.14 0.27 | 06:32 | 20:17 | |
| 2 | Sat | 01:09 13:49 | 5.56 5.04 | 07:57 20:07 | -0.13 0.30 | 06:33 | 20:15 | |
| 3 | Sun | 01:52 14:31 | 5.49 4.92 | 08:37 20:45 | 0.03 0.43 | 06:35 | 20:12 | |
| 4 | Mon | 02:38 15:15 | 5.31 4.75 | 09:16 21:26 | 0.32 0.66 | 06:37 | 20:10 | |
| 5 | Tue | 03:27 16:03 | 5.04 4.56 | 09:57 22:10 | 0.68 0.94 | 06:39 | 20:07 | |
| 6 | Wed | 04:21 16:57 | 4.72 4.35 | 10:41 23:01 | 1.08 1.25 | 06:41 | 20:05 | ☾ |
| 7 | Thu | 05:27 18:04 | 4.37 4.18 | 11:32 | 1.47 | 06:42 | 20:03 | |
| 8 | Fri | 06:47 19:21 | 4.09 4.11 | 00:00 12:35 | 1.52 1.78 | 06:44 | 20:00 | |
| 9 | Sat | 08:09 20:36 | 3.99 4.20 | 01:22 14:11 | 1.66 1.91 | 06:46 | 19:58 | |
| 10 | Sun | 09:29 21:44 | 4.07 4.40 | 03:12 15:48 | 1.56 1.80 | 06:48 | 19:55 | |
| 11 | Mon | 10:31 22:37 | 4.24 4.62 | 04:29 16:51 | 1.32 1.57 | 06:50 | 19:53 | |
| 12 | Tue | 11:15 23:17 | 4.39 4.79 | 05:23 17:36 | 1.06 1.33 | 06:51 | 19:50 | |
| 13 | Wed | 11:45 23:48 | 4.50 4.89 | 06:04 18:11 | 0.85 1.11 | 06:53 | 19:48 | |
| 14 | Thu | | | 06:36 18:41 | 0.71 0.94 | 06:55 | 19:45 | |
| 15 | Fri | 00:16 12:37 | 4.94 4.63 | 07:04 19:06 | 0.63 0.82 | 06:57 | 19:43 | ☾ |
| 16 | Sat | 00:41 13:02 | 4.96 4.68 | 07:27 19:29 | 0.59 0.76 | 06:58 | 19:40 | |
| 17 | Sun | 01:08 13:30 | 4.96 4.73 | 07:49 19:54 | 0.58 0.73 | 07:00 | 19:38 | |
| 18 | Mon | 01:39 14:03 | 4.94 4.74 | 08:15 20:22 | 0.61 0.75 | 07:02 | 19:35 | |
| 19 | Tue | 02:16 14:41 | 4.88 4.71 | 08:45 20:55 | 0.70 0.84 | 07:04 | 19:33 | |
| 20 | Wed | 02:57 15:23 | 4.76 4.60 | 09:18 21:30 | 0.86 1.00 | 07:06 | 19:30 | |
| 21 | Thu | 03:42 16:09 | 4.57 4.44 | 09:57 22:11 | 1.10 1.22 | 07:07 | 19:28 | |
| 22 | Fri | 04:34 17:03 | 4.33 4.26 | 10:43 23:03 | 1.40 1.46 | 07:09 | 19:25 | ☾ |
| 23 | Sat | 05:39 18:11 | 4.09 4.12 | 11:44 | 1.68 | 07:11 | 19:23 | |
| 24 | Sun | 07:12 19:36 | 3.99 4.16 | 00:19 13:10 | 1.60 1.77 | 07:13 | 19:20 | |
| 25 | Mon | 08:44 20:54 | 4.16 4.43 | 01:55 14:44 | 1.47 1.60 | 07:14 | 19:18 | |
| 26 | Tue | 09:52 21:54 | 4.46 4.79 | 03:28 16:02 | 1.09 1.26 | 07:16 | 19:16 | |
| 27 | Wed | 10:45 22:44 | 4.77 5.13 | 04:39 17:02 | 0.63 0.89 | 07:18 | 19:13 | |
| 28 | Thu | 11:30 23:28 | 4.99 5.38 | 05:34 17:51 | 0.23 0.57 | 07:20 | 19:11 | |
| 29 | Fri | | | 06:20 18:32 | -0.04 0.35 | 07:22 | 19:08 | ☾ |
| 30 | Sat | 00:09 12:47 | 5.52 5.12 | 07:00 19:10 | -0.13 0.25 | 07:24 | 19:06 | |

OCTOBER 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|---------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Sun | 00:48 13:24 | 5.52 5.07 | 07:37 19:47 | -0.06 0.27 | 07:25 | 19:03 | |
| 2 | Mon | 01:30 14:02 | 5.42 4.97 | 08:13 20:25 | 0.16 0.41 | 07:27 | 19:01 | |
| 3 | Tue | 02:13 14:43 | 5.21 4.82 | 08:49 21:05 | 0.48 0.64 | 07:29 | 18:58 | |
| 4 | Wed | 03:00 15:28 | 4.92 4.65 | 09:28 21:49 | 0.87 0.92 | 07:31 | 18:56 | |
| 5 | Thu | 03:54 16:20 | 4.58 4.45 | 10:11 22:39 | 1.27 1.22 | 07:33 | 18:53 | |
| 6 | Fri | 04:57 17:24 | 4.22 4.25 | 11:01 23:37 | 1.65 1.49 | 07:34 | 18:51 | ☾ |
| 7 | Sat | 06:18 18:43 | 3.96 4.14 | 12:00 | 1.94 | 07:36 | 18:48 | |
| 8 | Sun | 07:41 20:01 | 3.88 4.19 | 00:51 13:25 | 1.63 2.05 | 07:38 | 18:46 | |
| 9 | Mon | 09:02 21:10 | 4.01 4.37 | 02:35 15:07 | 1.54 1.90 | 07:40 | 18:44 | |
| 10 | Tue | 10:02 22:04 | 4.22 4.58 | 03:53 16:13 | 1.30 1.64 | 07:42 | 18:41 | |
| 11 | Wed | 10:42 22:45 | 4.42 4.75 | 04:48 17:01 | 1.04 1.36 | 07:44 | 18:39 | |
| 12 | Thu | 11:15 23:19 | 4.57 4.86 | 05:28 17:38 | 0.84 1.13 | 07:46 | 18:36 | |
| 13 | Fri | 11:43 23:48 | 4.68 4.92 | 06:01 18:10 | 0.69 0.95 | 07:47 | 18:34 | |
| 14 | Sat | | | 06:30 18:36 | 0.61 0.83 | 07:49 | 18:32 | ☾ |
| 15 | Sun | 00:13 12:31 | 4.94 4.82 | 06:54 19:00 | 0.57 0.75 | 07:51 | 18:29 | |
| 16 | Mon | 00:39 12:59 | 4.96 4.87 | 07:18 19:28 | 0.56 0.71 | 07:53 | 18:27 | |
| 17 | Tue | 01:12 13:33 | 4.95 4.89 | 07:46 19:59 | 0.62 0.73 | 07:55 | 18:25 | |
| 18 | Wed | 01:51 14:13 | 4.88 4.85 | 08:19 20:34 | 0.75 0.82 | 07:57 | 18:23 | |
| 19 | Thu | 02:34 14:57 | 4.75 4.74 | 08:55 21:13 | 0.96 0.98 | 07:59 | 18:20 | |
| 20 | Fri | 03:24 15:48 | 4.56 4.59 | 09:38 22:00 | 1.23 1.19 | 08:01 | 18:18 | |
| 21 | Sat | 04:21 16:45 | 4.34 4.43 | 10:28 22:58 | 1.53 1.38 | 08:03 | 18:16 | |
| 22 | Sun | 05:34 17:55 | 4.14 4.33 | 11:34 | 1.75 | 08:05 | 18:13 | ☾ |
| 23 | Mon | 07:06 19:16 | 4.11 4.38 | 00:15 12:56 | 1.43 1.79 | 08:07 | 18:11 | |
| 24 | Tue | 08:29 20:30 | 4.29 4.60 | 01:42 14:19 | 1.27 1.60 | 08:08 | 18:09 | |
| 25 | Wed | 09:34 21:32 | 4.56 4.88 | 03:05 15:34 | 0.93 1.29 | 08:10 | 18:07 | |
| 26 | Thu | 10:27 22:24 | 4.82 5.14 | 04:15 16:36 | 0.57 0.96 | 08:12 | 18:05 | |
| 27 | Fri | 11:11 23:10 | 4.99 5.32 | 05:10 17:27 | 0.29 0.68 | 08:14 | 18:03 | |
| 28 | Sat | 11:51 23:52 | 5.08 5.38 | 05:59 18:13 | 0.14 0.50 | 08:16 | 18:00 | ☾ |
| 29 | Sun | 11:27 23:33 | 5.10 5.35 | 05:40 17:54 | 0.13 0.41 | 07:18 | 16:58 | |
| 30 | Mon | | | 06:17 18:33 | 0.25 0.43 | 07:20 | 16:56 | |
| 31 | Tue | 00:13 12:39 | 5.23 5.01 | 06:54 19:11 | 0.46 0.53 | 07:22 | 16:54 | |

TIDE TABLES

Soldiers Point, Dundalk

NOVEMBER 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|------|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Wed | 00:57 13:19 | 5.03 4.91 | 07:29 19:52 | 0.75 0.71 | 07:24 | 16:52 | |
| 2 | Thur | 01:42 14:03 | 4.78 4.78 | 08:06 20:35 | 1.06 0.93 | 07:26 | 16:50 | |
| 3 | Fri | 02:34 14:53 | 4.49 4.60 | 08:47 21:22 | 1.39 1.17 | 07:28 | 16:48 | |
| 4 | Sat | 03:33 15:52 | 4.20 4.41 | 09:34 22:15 | 1.70 1.39 | 07:30 | 16:46 | |
| 5 | Sun | 04:45 17:04 | 3.97 4.27 | 10:30 23:16 | 1.94 1.52 | 07:32 | 16:44 | ☾ |
| 6 | Mon | 06:02 18:18 | 3.90 4.23 | 11:37 00:34 | 2.04 1.51 | 07:34 | 16:43 | |
| 7 | Tue | 07:13 19:24 | 3.99 4.32 | 00:34 13:01 | 1.51 1.97 | 07:36 | 16:41 | |
| 8 | Wed | 08:12 20:20 | 4.18 4.46 | 01:52 14:16 | 1.36 1.75 | 07:38 | 16:39 | |
| 9 | Thur | 08:58 21:05 | 4.39 4.60 | 02:54 15:11 | 1.17 1.51 | 07:40 | 16:37 | |
| 10 | Fri | 09:36 21:43 | 4.57 4.72 | 03:40 15:55 | 0.98 1.29 | 07:42 | 16:35 | |
| 11 | Sat | 10:08 22:15 | 4.71 4.80 | 04:19 16:30 | 0.84 1.11 | 07:44 | 16:34 | |
| 12 | Sun | 10:36 22:45 | 4.82 4.87 | 04:51 17:03 | 0.75 0.96 | 07:45 | 16:32 | |
| 13 | Mon | 11:03 23:16 | 4.91 4.91 | 05:20 17:34 | 0.69 0.85 | 07:47 | 16:30 | ● |
| 14 | Tue | 11:33 23:53 | 4.98 4.92 | 05:51 18:07 | 0.68 0.77 | 07:49 | 16:29 | |
| 15 | Wed | 12:11 | 5.01 | 06:25 18:43 | 0.73 0.75 | 07:51 | 16:27 | |
| 16 | Thu | 00:35 12:54 | 4.87 4.99 | 07:02 19:23 | 0.86 0.80 | 07:53 | 16:26 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Fri | 01:23 13:42 | 4.76 4.92 | 07:42 20:07 | 1.05 0.91 | 07:55 | 16:24 | |
| 18 | Sat | 02:17 14:35 | 4.61 4.82 | 08:28 20:58 | 1.28 1.03 | 07:57 | 16:23 | |
| 19 | Sun | 03:18 15:35 | 4.45 4.72 | 09:20 21:56 | 1.50 1.13 | 07:59 | 16:21 | |
| 20 | Mon | 04:30 16:41 | 4.33 4.65 | 10:22 23:02 | 1.65 1.15 | 08:01 | 16:20 | ☾ |
| 21 | Tue | 05:48 17:53 | 4.32 4.67 | 11:31 | 1.66 | 08:02 | 16:18 | |
| 22 | Wed | 07:01 19:02 | 4.43 4.77 | 00:15 12:44 | 1.06 1.55 | 08:04 | 16:17 | |
| 23 | Thu | 08:05 20:05 | 4.61 4.91 | 01:30 13:56 | 0.89 1.35 | 08:06 | 16:16 | |
| 24 | Fri | 09:00 21:02 | 4.78 5.03 | 02:41 15:04 | 0.72 1.13 | 08:08 | 16:15 | |
| 25 | Sat | 09:49 21:54 | 4.91 5.11 | 03:44 16:03 | 0.59 0.93 | 08:09 | 16:14 | |
| 26 | Sun | 10:33 22:40 | 5.00 5.13 | 04:37 16:56 | 0.53 0.78 | 08:11 | 16:12 | |
| 27 | Mon | 11:12 23:22 | 5.04 5.08 | 05:23 17:42 | 0.56 0.69 | 08:13 | 16:11 | ☾ |
| 28 | Tue | 11:48 | 5.05 | 06:03 18:23 | 0.66 0.67 | 08:15 | 16:11 | |
| 29 | Wed | 00:03 12:24 | 4.98 5.03 | 06:39 19:03 | 0.81 0.71 | 08:16 | 16:10 | |
| 30 | Thu | 00:45 13:03 | 4.84 4.98 | 07:14 19:42 | 0.98 0.79 | 08:18 | 16:09 | |

DECEMBER 2023

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 1 | Fri | 01:28 13:45 | 4.66 4.89 | 07:49 20:22 | 1.18 0.92 | 08:19 | 16:08 | |
| 2 | Sat | 02:15 14:30 | 4.46 4.75 | 08:27 21:03 | 1.39 1.08 | 08:21 | 16:07 | |
| 3 | Sun | 03:06 15:21 | 4.26 4.59 | 09:09 21:49 | 1.60 1.24 | 08:22 | 16:06 | |
| 4 | Mon | 04:06 16:18 | 4.08 4.42 | 09:58 22:38 | 1.78 1.38 | 08:24 | 16:06 | |
| 5 | Tue | 05:10 17:22 | 3.98 4.30 | 10:54 23:34 | 1.91 1.45 | 08:25 | 16:05 | ☾ |
| 6 | Wed | 06:15 18:26 | 3.99 4.25 | 11:55 | 1.94 | 08:27 | 16:05 | |
| 7 | Thu | 07:15 19:24 | 4.10 4.29 | 00:36 13:01 | 1.45 1.86 | 08:28 | 16:04 | |
| 8 | Fri | 08:06 20:16 | 4.26 4.38 | 01:40 14:05 | 1.37 1.72 | 08:29 | 16:04 | |
| 9 | Sat | 08:50 21:01 | 4.44 4.49 | 02:38 15:00 | 1.25 1.53 | 08:30 | 16:03 | |
| 10 | Sun | 09:28 21:42 | 4.61 4.61 | 03:27 15:47 | 1.12 1.34 | 08:32 | 16:03 | |
| 11 | Mon | 10:03 22:20 | 4.77 4.73 | 04:10 16:30 | 1.00 1.14 | 08:33 | 16:03 | |
| 12 | Tue | 10:38 23:00 | 4.92 4.83 | 04:51 17:11 | 0.90 0.95 | 08:34 | 16:03 | ● |
| 13 | Wed | 11:15 23:42 | 5.04 4.88 | 05:31 17:53 | 0.83 0.79 | 08:35 | 16:03 | |
| 14 | Thu | 11:56 | 5.13 | 06:11 18:34 | 0.81 0.68 | 08:36 | 16:03 | |
| 15 | Fri | 00:27 12:41 | 4.89 5.16 | 06:51 19:18 | 0.86 0.63 | 08:37 | 16:03 | |
| 16 | Sat | 01:17 13:30 | 4.84 5.15 | 07:33 20:03 | 0.97 0.64 | 08:38 | 16:03 | |

| Date | Day | High Water | | Low Water | | Sun Rise/Set | | Moon |
|------|-----|----------------|--------------|----------------|--------------|--------------|-------|------|
| | | Time | m | Time | m | Time | Time | |
| 17 | Sun | 02:10 14:24 | 4.75 5.11 | 08:18 20:52 | 1.11 0.70 | 08:39 | 16:03 | |
| 18 | Mon | 03:09 15:21 | 4.64 5.03 | 09:07 21:43 | 1.26 0.78 | 08:39 | 16:03 | |
| 19 | Tue | 04:12 16:21 | 4.54 4.95 | 10:01 22:39 | 1.38 0.87 | 08:40 | 16:03 | ☾ |
| 20 | Wed | 05:18 17:24 | 4.47 4.86 | 10:59 23:42 | 1.47 0.95 | 08:41 | 16:04 | |
| 21 | Thu | 06:26 18:31 | 4.47 4.80 | 12:05 | 1.49 | 08:41 | 16:04 | |
| 22 | Fri | 07:31 19:37 | 4.53 4.77 | 00:51 13:18 | 1.01 1.44 | 08:42 | 16:05 | |
| 23 | Sat | 08:31 20:41 | 4.63 4.78 | 02:06 14:33 | 1.02 1.34 | 08:42 | 16:05 | |
| 24 | Sun | 09:27 21:40 | 4.74 4.79 | 03:18 15:44 | 1.01 1.20 | 08:43 | 16:06 | |
| 25 | Mon | 10:16 22:32 | 4.85 4.80 | 04:20 16:45 | 0.99 1.05 | 08:43 | 16:06 | |
| 26 | Tue | 11:00 23:17 | 4.94 4.78 | 05:11 17:36 | 0.99 0.92 | 08:43 | 16:07 | |
| 27 | Wed | 11:37 23:56 | 4.99 4.73 | 05:53 18:17 | 1.00 0.83 | 08:44 | 16:08 | ☾ |
| 28 | Thu | 12:12 | 5.01 | 06:29 18:56 | 1.02 0.79 | 08:44 | 16:09 | |
| 29 | Fri | 00:33 12:47 | 4.65 5.00 | 07:01 19:31 | 1.07 0.80 | 08:44 | 16:10 | |
| 30 | Sat | 01:10 13:24 | 4.57 4.94 | 07:33 20:06 | 1.13 0.85 | 08:44 | 16:11 | |
| 31 | Sun | 01:50 14:03 | 4.47 4.85 | 08:06 20:40 | 1.23 0.93 | 08:44 | 16:12 | |

2022

| January 2022 | | | | | February 2022 | | | | | March 2022 | | | | | April 2022 | | | | | May 2022 | | | | | June 2022 | | | | | | | | | |
|--------------|----|----|----|----|---------------|---------|----|----|----|----------------|---------|----|----|----|--------------|---------|----|----|----|---------------|---------|---------|----|----|---------------|----|---------|----|----|----|----|----|----|----|
| Week 52 | 1 | 2 | 3 | 4 | 5 | Week 5 | 6 | 7 | 8 | 9 | Week 9 | 10 | 11 | 12 | 13 | Week 13 | 14 | 15 | 16 | 17 | Week 17 | 18 | 19 | 20 | 21 | 22 | Week 22 | 23 | 24 | 25 | 26 | | | |
| M | 3 | 10 | 17 | 24 | 31 | M | 7 | 14 | 21 | 28 | M | 7 | 14 | 21 | 28 | M | 4 | 11 | 18 | 25 | M | 2 | 9 | 16 | 23 | 30 | M | 6 | 13 | 20 | 27 | | | |
| T | 4 | 11 | 18 | 25 | | T | 1 | 8 | 15 | 22 | T | 1 | 8 | 15 | 22 | 29 | T | 5 | 12 | 19 | 26 | T | 3 | 10 | 17 | 24 | 31 | T | 7 | 14 | 21 | 28 | | |
| W | 5 | 12 | 19 | 26 | | W | 2 | 9 | 16 | 23 | W | 2 | 9 | 16 | 23 | 30 | W | 6 | 13 | 20 | 27 | W | 4 | 11 | 18 | 25 | | W | 1 | 8 | 15 | 22 | 29 | |
| T | 6 | 13 | 20 | 27 | | T | 3 | 10 | 17 | 24 | T | 3 | 10 | 17 | 24 | 31 | T | 7 | 14 | 21 | 28 | T | 5 | 12 | 19 | 26 | | T | 2 | 9 | 16 | 23 | 30 | |
| F | 7 | 14 | 21 | 28 | | F | 4 | 11 | 18 | 25 | F | 4 | 11 | 18 | 25 | | F | 1 | 8 | 15 | 22 | 29 | F | 6 | 13 | 20 | 27 | | F | 3 | 10 | 17 | 24 | |
| S | 1 | 8 | 15 | 22 | 29 | S | 5 | 12 | 19 | 26 | S | 5 | 12 | 19 | 26 | | S | 2 | 9 | 16 | 23 | 30 | S | 7 | 14 | 21 | 28 | | S | 4 | 11 | 18 | 25 | |
| S | 2 | 9 | 16 | 23 | 30 | S | 6 | 13 | 20 | 27 | S | 6 | 13 | 20 | 27 | | S | 3 | 10 | 17 | 24 | | S | 1 | 8 | 15 | 22 | 29 | | S | 5 | 12 | 19 | 26 |
| July 2022 | | | | | August 2022 | | | | | September 2022 | | | | | October 2022 | | | | | November 2022 | | | | | December 2022 | | | | | | | | | |
| Week 26 | 27 | 28 | 29 | 30 | | Week 31 | 32 | 33 | 34 | 35 | Week 35 | 36 | 37 | 38 | 39 | Week 39 | 40 | 41 | 42 | 43 | 44 | Week 44 | 45 | 46 | 47 | 48 | Week 48 | 49 | 50 | 51 | 52 | | | |
| M | 4 | 11 | 18 | 25 | | M | 1 | 8 | 15 | 22 | 29 | M | 5 | 12 | 19 | 26 | M | 3 | 10 | 17 | 24 | 31 | M | 7 | 14 | 21 | 28 | M | 5 | 12 | 19 | 26 | | |
| T | 5 | 12 | 19 | 26 | | T | 2 | 9 | 16 | 23 | 30 | T | 6 | 13 | 20 | 27 | T | 4 | 11 | 18 | 25 | | T | 1 | 8 | 15 | 22 | 29 | T | 6 | 13 | 20 | 27 | |
| W | 6 | 13 | 20 | 27 | | W | 3 | 10 | 17 | 24 | 31 | W | 7 | 14 | 21 | 28 | W | 5 | 12 | 19 | 26 | | W | 2 | 9 | 16 | 23 | 30 | W | 7 | 14 | 21 | 28 | |
| T | 7 | 14 | 21 | 28 | | T | 4 | 11 | 18 | 25 | | T | 1 | 8 | 15 | 22 | 29 | T | 6 | 13 | 20 | 27 | T | 3 | 10 | 17 | 24 | T | 1 | 8 | 15 | 22 | 29 | |
| F | 1 | 8 | 15 | 22 | 29 | F | 5 | 12 | 19 | 26 | | F | 2 | 9 | 16 | 23 | 30 | F | 7 | 14 | 21 | 28 | F | 4 | 11 | 18 | 25 | F | 2 | 9 | 16 | 23 | 30 | |
| S | 2 | 9 | 16 | 23 | 30 | S | 6 | 13 | 20 | 27 | S | 3 | 10 | 17 | 24 | | S | 1 | 8 | 15 | 22 | 29 | S | 5 | 12 | 19 | 26 | S | 3 | 10 | 17 | 24 | 31 | |
| S | 3 | 10 | 17 | 24 | 31 | S | 7 | 14 | 21 | 28 | S | 4 | 11 | 18 | 25 | S | 2 | 9 | 16 | 23 | 30 | S | 6 | 13 | 20 | 27 | S | 4 | 11 | 18 | 25 | | | |

2023

| January 2023 | | | | | | February 2023 | | | | | March 2023 | | | | | April 2023 | | | | | May 2023 | | | | | June 2023 | | | | | | | | |
|--------------|----|----|----|----|----|---------------|----|----|----|----|----------------|----|----|----|----|--------------|----|----|----|----|---------------|---------|----|----|----|---------------|---------|----|----|----|----|----|----|----|
| Week 52 | 1 | 2 | 3 | 4 | 5 | Week 5 | 6 | 7 | 8 | 9 | Week 9 | 10 | 11 | 12 | 13 | Week 13 | 14 | 15 | 16 | 17 | Week 18 | 19 | 20 | 21 | 22 | Week 22 | 23 | 24 | 25 | 26 | | | | |
| M | 2 | 9 | 16 | 23 | 30 | M | 6 | 13 | 20 | 27 | M | 6 | 13 | 20 | 27 | M | 3 | 10 | 17 | 24 | M | 1 | 8 | 15 | 22 | 29 | M | 5 | 12 | 19 | 26 | | | |
| T | 3 | 10 | 17 | 24 | 31 | T | 7 | 14 | 21 | 28 | T | 7 | 14 | 21 | 28 | T | 4 | 11 | 18 | 25 | T | 2 | 9 | 16 | 23 | 30 | T | 6 | 13 | 20 | 27 | | | |
| W | 4 | 11 | 18 | 25 | | W | 1 | 8 | 15 | 22 | W | 1 | 8 | 15 | 22 | W | 5 | 12 | 19 | 26 | W | 3 | 10 | 17 | 24 | 31 | W | 7 | 14 | 21 | 28 | | | |
| T | 5 | 12 | 19 | 26 | | T | 2 | 9 | 16 | 23 | T | 2 | 9 | 16 | 23 | T | 6 | 13 | 20 | 27 | T | 4 | 11 | 18 | 25 | | T | 1 | 8 | 15 | 22 | 29 | | |
| F | 6 | 13 | 20 | 27 | | F | 3 | 10 | 17 | 24 | F | 3 | 10 | 17 | 24 | F | 7 | 14 | 21 | 28 | F | 5 | 12 | 19 | 26 | | F | 2 | 9 | 16 | 23 | 30 | | |
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| S | 1 | 8 | 15 | 22 | 29 | S | 5 | 12 | 19 | 26 | S | 5 | 12 | 19 | 26 | S | 2 | 9 | 16 | 23 | 30 | S | 7 | 14 | 21 | 28 | | S | 4 | 11 | 18 | 25 | | |
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| M | 3 | 10 | 17 | 24 | 31 | M | 7 | 14 | 21 | 28 | M | 4 | 11 | 18 | 25 | M | 2 | 9 | 16 | 23 | 30 | M | 6 | 13 | 20 | 27 | M | 4 | 11 | 18 | 25 | | | |
| T | 4 | 11 | 18 | 25 | | T | 1 | 8 | 15 | 22 | 29 | T | 5 | 12 | 19 | 26 | T | 3 | 10 | 17 | 24 | 31 | T | 7 | 14 | 21 | 28 | T | 5 | 12 | 19 | 26 | | |
| W | 5 | 12 | 19 | 26 | | W | 2 | 9 | 16 | 23 | 30 | W | 6 | 13 | 20 | 27 | W | 4 | 11 | 18 | 25 | | W | 1 | 8 | 15 | 22 | 29 | W | 6 | 13 | 20 | 27 | |
| T | 6 | 13 | 20 | 27 | | T | 3 | 10 | 17 | 24 | 31 | T | 7 | 14 | 21 | 28 | T | 5 | 12 | 19 | 26 | | T | 2 | 9 | 16 | 23 | 30 | T | 7 | 14 | 21 | 28 | |
| F | 7 | 14 | 21 | 28 | | F | 4 | 11 | 18 | 25 | | F | 1 | 8 | 15 | 22 | 29 | F | 6 | 13 | 20 | 27 | F | 3 | 10 | 17 | 24 | F | 1 | 8 | 15 | 22 | 29 | |
| S | 1 | 8 | 15 | 22 | 29 | S | 5 | 12 | 19 | 26 | | S | 2 | 9 | 16 | 23 | 30 | S | 7 | 14 | 21 | 28 | S | 4 | 11 | 18 | 25 | S | 2 | 9 | 16 | 23 | 30 | |
| S | 2 | 9 | 16 | 23 | 30 | S | 6 | 13 | 20 | 27 | | S | 3 | 10 | 17 | 24 | | S | 1 | 8 | 15 | 22 | 29 | S | 5 | 12 | 19 | 26 | S | 3 | 10 | 17 | 24 | 31 |

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| January 2024 | | | | | February 2024 | | | | | March 2024 | | | | | April 2024 | | | | | May 2024 | | | | | June 2024 | | | | | | | | | | | | |
|--------------|----|----|----|----|---------------|------|----|----|----|----------------|----|------|----|----|--------------|----|----|------|------|---------------|----|----|----|------|---------------|----|----|----|----|------|------|----|----|----|----|----|----|
| Week | 1 | 2 | 3 | 4 | 5 | Week | 5 | 6 | 7 | 8 | 9 | Week | 9 | 10 | 11 | 12 | 13 | Week | 14 | 15 | 16 | 17 | 18 | Week | 18 | 19 | 20 | 21 | 22 | Week | 22 | 23 | 24 | 25 | 26 | | |
| M | 1 | 8 | 15 | 22 | 29 | M | 5 | 12 | 19 | 26 | | M | 4 | 11 | 18 | 25 | | M | 1 | 8 | 15 | 22 | 29 | | M | 6 | 13 | 20 | 27 | M | 3 | 10 | 17 | 24 | | | |
| T | 2 | 9 | 16 | 23 | 30 | T | 6 | 13 | 20 | 27 | | T | 5 | 12 | 19 | 26 | | T | 2 | 9 | 16 | 23 | 30 | | T | 7 | 14 | 21 | 28 | T | 4 | 11 | 18 | 25 | | | |
| W | 3 | 10 | 17 | 24 | 31 | W | 7 | 14 | 21 | 28 | | W | 6 | 13 | 20 | 27 | | W | 3 | 10 | 17 | 24 | | W | 1 | 8 | 15 | 22 | 29 | W | 5 | 12 | 19 | 26 | | | |
| T | 4 | 11 | 18 | 25 | | T | 1 | 8 | 15 | 22 | 29 | | T | 7 | 14 | 21 | 28 | | T | 4 | 11 | 18 | 25 | | T | 2 | 9 | 16 | 23 | 30 | T | 6 | 13 | 20 | 27 | | |
| F | 5 | 12 | 19 | 26 | | F | 2 | 9 | 16 | 23 | | F | 1 | 8 | 15 | 22 | 29 | | F | 5 | 12 | 19 | 26 | | F | 3 | 10 | 17 | 24 | 31 | F | 7 | 14 | 21 | 28 | | |
| S | 6 | 13 | 20 | 27 | | S | 3 | 10 | 17 | 24 | | S | 2 | 9 | 16 | 23 | 30 | | S | 6 | 13 | 20 | 27 | | S | 4 | 11 | 18 | 25 | S | 1 | 8 | 15 | 22 | 29 | | |
| S | 7 | 14 | 21 | 28 | | S | 4 | 11 | 18 | 25 | | S | 3 | 10 | 17 | 24 | 31 | | S | 7 | 14 | 21 | 28 | | S | 5 | 12 | 19 | 26 | S | 2 | 9 | 16 | 23 | 30 | | |
| July 2024 | | | | | August 2024 | | | | | September 2024 | | | | | October 2024 | | | | | November 2024 | | | | | December 2024 | | | | | | | | | | | | |
| Week | 27 | 28 | 29 | 30 | 31 | Week | 31 | 32 | 33 | 34 | 35 | Week | 35 | 36 | 37 | 38 | 39 | 40 | Week | 40 | 41 | 42 | 43 | 44 | Week | 44 | 45 | 46 | 47 | 48 | Week | 48 | 49 | 50 | 51 | 52 | 53 |
| M | 1 | 8 | 15 | 22 | 29 | M | 5 | 12 | 19 | 26 | | M | 2 | 9 | 16 | 23 | 30 | | M | 7 | 14 | 21 | 28 | | M | 4 | 11 | 18 | 25 | M | 2 | 9 | 16 | 23 | 30 | | |
| T | 2 | 9 | 16 | 23 | 30 | T | 6 | 13 | 20 | 27 | | T | 3 | 10 | 17 | 24 | | | T | 1 | 8 | 15 | 22 | 29 | | T | 5 | 12 | 19 | 26 | T | 3 | 10 | 17 | 24 | 31 | |
| W | 3 | 10 | 17 | 24 | 31 | W | 7 | 14 | 21 | 28 | | W | 4 | 11 | 18 | 25 | | | W | 2 | 9 | 16 | 23 | 30 | | W | 6 | 13 | 20 | 27 | W | 4 | 11 | 18 | 25 | | |
| T | 4 | 11 | 18 | 25 | | T | 1 | 8 | 15 | 22 | 29 | | T | 5 | 12 | 19 | 26 | | | T | 3 | 10 | 17 | 24 | 31 | | T | 7 | 14 | 21 | 28 | T | 5 | 12 | 19 | 26 | |
| F | 5 | 12 | 19 | 26 | | F | 2 | 9 | 16 | 23 | 30 | | F | 6 | 13 | 20 | 27 | | | F | 4 | 11 | 18 | 25 | | F | 1 | 8 | 15 | 22 | 29 | F | 6 | 13 | 20 | 27 | |
| S | 6 | 13 | 20 | 27 | | S | 3 | 10 | 17 | 24 | 31 | | S | 7 | 14 | 21 | 28 | | | S | 5 | 12 | 19 | 26 | | S | 2 | 9 | 16 | 23 | 30 | S | 7 | 14 | 21 | 28 | |
| S | 7 | 14 | 21 | 28 | | S | 4 | 11 | 18 | 25 | | S | 1 | 8 | 15 | 22 | 29 | | | S | 6 | 13 | 20 | 27 | | S | 3 | 10 | 17 | 24 | S | 1 | 8 | 15 | 22 | 29 | |

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