

**Table 1: Gross Tonnage by Import/Export**

'000 Gross Tonnes	2024 Q3	2023 Q3	%Var	2024 YTD	2023 YTD	%Var
Imports	5,679	5,490	3.4%	16,545	16,300	1.5%
Exports	3,417	3,575	(4.4)%	10,173	10,668	(4.6)%
<b>Total</b>	<b>9,096</b>	<b>9,065</b>	<b>0.3%</b>	<b>26,718</b>	<b>26,968</b>	<b>(0.9)%</b>

**Table 2: Gross Tonnage by Cargo Mode**

'000 Gross Tonnes	2024 Q3	2023 Q3	%Var	2024 YTD	2023 YTD	%Var
RoRo	5,317	5,459	(2.6)%	15,909	16,378	(2.9)%
LoLo	2,127	1,878	13.3%	6,059	5,500	10.2%
Bulk Liquid	1,221	1,182	3.3%	3,489	3,502	(0.4)%
Bulk Solid	408	536	(23.9)%	1,222	1,551	(21.2)%
Break Bulk	12	10	21.6%	39	37	4.6%
<b>Total</b>	<b>9,085</b>	<b>9,065</b>	<b>0.2%</b>	<b>26,718</b>	<b>26,968</b>	<b>(0.9)%</b>
Unitised	7,444	7,337	1.5%	21,968	21,878	0.4%
Non-Unitised	1,641	1,728	(5.0)%	4,749	5,090	(6.7)%
<b>Total</b>	<b>9,085</b>	<b>9,065</b>	<b>0.2%</b>	<b>26,718</b>	<b>26,968</b>	<b>(0.9)%</b>

**Table 3: Unitised Trade**

Units	2024 Q3	2023 Q3	%Var	2024 YTD	2023 YTD	%Var
RoRo Units	239,690	242,968	(1.3)%	718,224	726,796	(1.2)%
LoLo Units	129,212	112,438	14.9%	364,478	330,269	10.4%
<b>Total Units</b>	<b>368,902</b>	<b>355,406</b>	<b>3.8%</b>	<b>1,082,702</b>	<b>1,057,065</b>	<b>2.4%</b>

**Table 4: Lo-Lo Freight**

TEUs	2024 Q3	2023 Q3	%Var	2024 YTD	2023 YTD	%Var
Lo-Lo TEUs	234,017	202,216	15.7%	658,720	592,377	11.2%

**Table 5: Trade Vehicles**

Units	2024 Q3	2023 Q3	%Var	2024 YTD	2023 YTD	%Var
Trade Vehicles	22,068	21,525	2.5%	80,700	88,995	(9.3)%

**Table 6: Tourism**

Units	2024 Q3	2023 Q3	%Var	2024 YTD	2023 YTD	%Var
Passengers	646,671	666,344	(3.0)%	1,385,529	1,424,798	(2.8)%
Vehicles	185,325	194,818	(4.9)%	392,433	412,606	(4.9)%

## **Explanatory Notes**

1. Gross tonnage includes the weight of goods, their immediate packaging and (for the unitised modes) the tare weight of containers and freight trailers. Gross weight is derived from ships manifests and differs from the weight of goods shown by the CSO in its statistics. CSO tonnages for the unitised modes do not include the tare weights of containers and freight trailers.
2. Ro-Ro freight units include containers shipped on mafi trailers, cassettes or slave trailers.
3. Tonnages, units and TEU include both international trade and goods moved between Irish ports  
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4. Trade vehicles includes cars imported through Dublin but shipped onwards by road to Northern Ireland.
5. Tourist vehicles on ferries includes cars, vans, coaches and motorcycles.
6. Bulk solid includes a range of commodities such as lead and zinc ore concentrates, animal feed, cement products, peat moss, scrap metals.
7. Bulk liquid includes both petroleum products and products such as molasses.
8. Break bulk is a catch all for a range of miscellaneous goods including wind turbine components, loose steel pieces (such as pipes) and heavy components (such as transformers).