

Table 1: Gross Tonnage by Import/Export

| '000 Gross Tonnes | 2024 Q3 | 2023 Q3 | %Var | 2023 YTD | 2022 YTD | %Var |
|-------------------|--------------|--------------|---------------|---------------|---------------|---------------|
| Imports | 5,401 | 5,349 | 1.0% | 21,701 | 22,235 | (2.4)% |
| Exports | 3,262 | 3,533 | (7.6)% | 13,930 | 14,518 | (4.1)% |
| Total | 8,663 | 8,882 | (2.5)% | 35,631 | 36,753 | (3.1)% |

Table 2: Gross Tonnage by Cargo Mode

| '000 Gross Tonnes | 2024 Q3 | 2023 Q3 | %Var | 2023 YTD | 2022 YTD | %Var |
|-------------------|--------------|--------------|---------------|---------------|---------------|---------------|
| RoRo | 5,136 | 5,508 | (6.8)% | 21,514 | 22,341 | (3.7)% |
| LoLo | 1,842 | 1,761 | 4.5% | 7,342 | 7,557 | (2.9)% |
| Bulk Liquid | 1,206 | 1,188 | 1.6% | 4,708 | 4,717 | (0.2)% |
| Bulk Solid | 471 | 410 | 15.0% | 2,022 | 2,074 | (2.5)% |
| Break Bulk | 8 | 15 | (42.9)% | 45 | 64 | (29.0)% |
| Total | 8,663 | 8,882 | (2.5)% | 35,631 | 36,753 | (3.1)% |
| Unitised | 6,978 | 7,269 | (4.0)% | 28,856 | 29,898 | (3.5)% |
| Non-Unitised | 1,685 | 1,613 | 4.6% | 6,775 | 6,855 | (1.2)% |
| Total | 8,663 | 8,882 | (2.5)% | 35,631 | 36,753 | (3.1)% |

Table 3: Unitised Trade

| Units | 2024 Q3 | 2023 Q3 | %Var | 2023 YTD | 2022 YTD | %Var |
|--------------------|----------------|----------------|---------------|------------------|------------------|---------------|
| RoRo Units | 236,571 | 248,308 | (4.7)% | 963,367 | 1,003,066 | (4.0)% |
| LoLo Units | 112,605 | 103,914 | 8.4% | 442,874 | 455,849 | (2.8)% |
| Total Units | 349,176 | 352,222 | (0.9)% | 1,406,241 | 1,458,915 | (3.6)% |

Table 4: Lo-Lo Freight

| TEUs | 2024 Q3 | 2023 Q3 | %Var | 2023 YTD | 2022 YTD | %Var |
|------------|----------------|----------------|-------------|----------------|----------------|---------------|
| Lo-Lo TEUs | 203,620 | 188,263 | 8.2% | 795,997 | 823,399 | (3.3)% |

Table 5: Trade Vehicles

| Units | 2024 Q3 | 2023 Q3 | %Var | 2023 YTD | 2022 YTD | %Var |
|----------------|---------------|---------------|--------------|----------------|---------------|--------------|
| Trade Vehicles | 24,169 | 19,193 | 25.9% | 113,164 | 89,106 | 27.0% |

Table 6: Tourism

| Units | 2024 Q3 | 2023 Q3 | %Var | 2023 YTD | 2022 YTD | %Var |
|------------|---------|---------|--------|-----------|-----------|------|
| Passengers | 318,767 | 341,673 | (6.7)% | 1,743,565 | 1,685,746 | 3.4% |
| Vehicles | 92,110 | 101,536 | (9.3)% | 504,716 | 499,498 | 1.0% |

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
.
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).