DUBLIN PORT YEARBOOK 2025









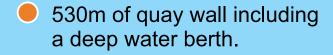






HARDWORKING DUBLIN





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













Dublin Ferryport Terminals

CONTENTS

2 MESSAGE FROM THE CEO

2024 was an important year for Dublin Port, the hardworking heart of Dublin, with significant progress on the projects that will future-proof the Port for generations to come.

4 YEAR IN REVIEW

Highlights of 2024, including a collaboration between Dublin Port Company and UCD on a world-first eco-engineering initiative, the Casting of the Spear ceremony, Temple Bar Gallery + Studios taking over The Pumphouse for a spectacular art exhibition, National Port Safety Week & much more.

27 TRADE

28 INTERNATIONAL RECOGNITION FOR DUBLIN SAFEPORT

Dublin SafePort was recognised by the International Harbour Masters Association with a major international safety award.

34 ENGINEERING THE RIGHT SOLUTIONS

Dublin Port Company's engineering function plays a crucial role in ensuring the day-to-day running of the entire Port.

43 PORT FACILITIES & SERVICES

Dublin Port Company (Under The Harbours Act, 1996) Vested On March 3, 1997.

44 THROUGHPUT FIGURES

While overall volumes at Dublin Port fell slightly in 2024, there was good news for unitised trade, which was up 1.2% on the previous year, driven by significant growth in LoLo units.

49 ENVIRONMENT

50 TOLKA ESTUARY GREENWAY

The opening of the Dublin Port Tolka Estuary Greenway gives cyclists and pedestrians access to a part of the city that was once inaccessible, with unparalleled views of Dublin Bay.

58 TRANSFORMING PORT CENTRE

Dublin Port Company's headquarters at Port Centre is about to get a significant refurbishment, with a huge refit project taking the 44-yearold building into the 21st century.

62 GREEN CORRIDOR INITIATIVE

A Green Corridor initiative, which aims to create a zero-emission shipping route between Dublin and Holyhead, is a step closer to becoming a reality thanks to grant aid from the International Green Corridor Fund.

64 CAPITAL INFRASTRUCTURE PROJECTS

Dublin Port Company's three major capital infrastructure projects are progressing in line with Masterplan 2040 and will deliver the capacity required as demand for freight services grows.

73 COMMUNITY

74 COMMUNITY INITIATIVES

Dublin Port Company supports its neighbours via its wide community programme, which incorporates a plethora of partnerships and events throughout the communities surrounding the Port.

81 REFURBISHING ST JOSEPH'S

Dublin Port Company supported the €140k IT refurbishment at St Joseph's National School, East Wall, as part of the ongoing MP2 project.

84 SCHOLARSHIP PROGRAMME

Dublin Port Company's Scholarship Programme has been helping students to access third level education since 2001.

86 SAIL TRAINING IRFLAND

Dublin Port Company has partnered with Sail Training Ireland for Youth Development since 2012 to support young people from all backgrounds and all abilities to take part in self-development training programmes on Tall Ships at sea.

91 CULTURE

92 PARTNERS IN SUCCESS

Dublin Port Company continued to partner with a host of companies and organisations on important cultural projects throughout 2024.

100 FILMING WITHIN THE PORT

A behind the scenes look at filming on the Dublin Port estate.

104 A BUSY YEAR OF CULTURE

The Pumphouse and The Substation, two iconic venues within the Port, opened their doors to a host of cultural activities and events throughout 2024.

109 HERITAGE

110 CONSERVATION STRATEGY

Dublin Port's first ever Conservation Strategy maps the 300-year history of the Port and outlines the Port's journey to the east.

116 THE GREAT SOUTH WALL AND NORTH BULL WALL

For over two centuries, the Great South Wall and North Bull Wall have shaped Dublin Port's history, safeguarding maritime traffic and transforming the coastal landscape of Dublin Bay.

120 TIDE TABLES

136 RO-RO TERMINALS

138 LO-LO TERMINALS

139 BULK & CRUISE TERMINALS

140 RO-RO SCHEDULE

142 LO-LO SCHEDULE

144 PASSENGER SCHEDULE

145 THREE-YEAR CALENDAR

146 YEAR PLANNER

148 INDEX OF ADVERTISERS



Published for **Dublin Port Company by Tara Publishing Ltd,**14 Upper Fitzwilliam Street, Dublin 2. **Tel:** +353 (0)1 678 5165 **Web:** www.tarapublications.ie **Managing Director:** Patrick Aylward **Sales & Marketing Director:** Brian Clark

E: brian@tarapublications.ie

Sales: Aaron Stewart Editor: John Walshe Production: Milly Burke Cunningham Design & Origination: Rooney Media Printing: W&G Baird E: aaron@tarapublications.ie E: johnwalshe@tarapublications.ie E: Milly@tarapublications.ie Web: www.rooneymedia.com Web: www.wgbaird.com

Every effort has been made to ensure the accuracy of the information contained in this publication, but the publisher cannot accept responsibility for errors or omissions

MESSAGE FROM THE CEO

Our vision is to create a world-class commercial port, fully integrating the needs of our national economy, our natural environment, our local communities & our team. In this, 2024 was an important year for Dublin Port, *the hardworking heart of Dublin*, with significant progress on the projects that will future-proof the Port for generations to come.

The Alexandra Basin Redevelopment entered its final phase, with major works on the new quay walls and the removal of the old conveyor system.

Works also progressed on the hugely ambitious and innovative MP2 Project. This is Ireland's largest marine

construction project and will see Dublin become the first port in Ireland to use automooring to ensure the safe docking of larger vessels. This environmentally-led project will transform Terminal 5 into a state-of-the-art, unified ferry terminal by late 2027.

Our third and final masterplan project, 3FM, is moving through the planning process. A powerful example of a balanced approach to sustainable planning for major infrastructure, 3FM delivers for international trade, the local community, and the Port's natural environment. **3FM will deliver close to 20% of port capacity required** by 2040 by providing essential infrastructure, while also creating new and enhanced public amenities,



including a world class Maritime Village, 7km of pedestrian and cycle routes, a new public park and wildflower meadow, as well as a floodlit playing pitch for local clubs.

Alongside these significant projects, our busy Port welcomed 1.6 million ferry passengers, and 35.2 million tonnes of cargo passed through the Port, despite severe weather events and the ensuing disruptions to Dublin-Holyhead ferry services from Storm Darragh.

As you will see throughout the Yearbook, we made progress across all our strategic pillars – trade, environment, community, heritage, and culture – with

the opening of the fantastic Tolka Estuary Greenway, the launch of our conservation strategy and a host of projects supporting our environmental and community programmes.

My thanks to everyone for their commitment and collaboration in 2024 and I look forward to continued progress in 2025.

Barry O'Connell CEO Dublin Port Company





YEAR IN REVIEW: 2024

JANUARY

SONGS AND STORIES OF DUBLIN DOCKS

The Substation in Dublin Port was the venue for a special preview of Gary Brown's new show, **Dockers: Songs and Stories of Dublin Docks, on** January 25, 2024.

Following the success of The Buttonmen in 2023, Dockers presented songs and stories inspired by dock work and dock life, providing an insight into not only the hardship experienced by dockworkers but also the humour as well.

Dockers is a one-man show written by Dublin playwright Gary Brown (a docker's son) and stars acclaimed singer-songwriter George Murphy. The show contains new songs written by internationally renowned singer-songwriter Damien Dempsey, as well as Gary Brown and George Murphy. Dockers: Songs and Stories of Dublin Docks also ran in Liberty Hall Theatre in May 2024.





YEAR IN REVIEW: 2024

FEBRUARY



AN EVENING OF DOCK WORK

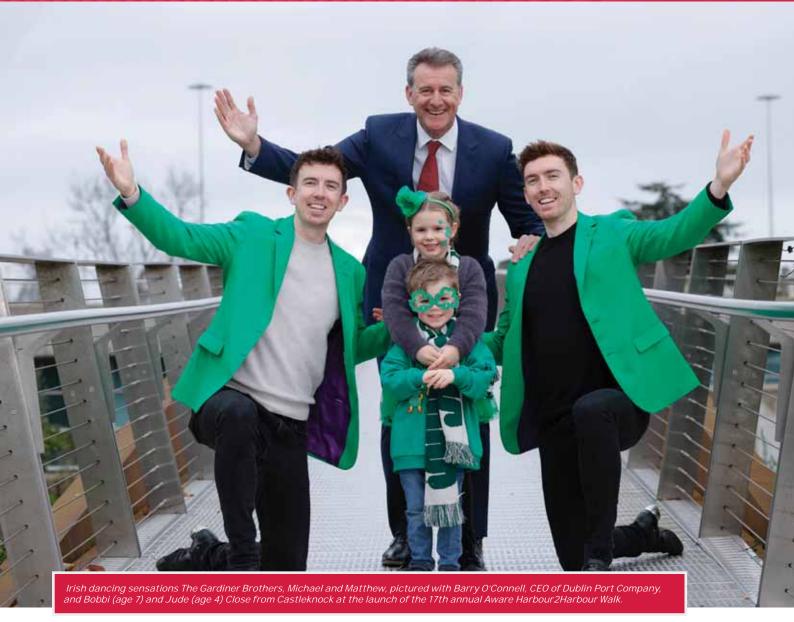
Dublin Port hosted 'An Evening of Dock Work' in the Substation on February 2, a special event which explored the history and legacy of dock work in Dublin Port, with firsthand accounts from members of the Dublin Dock Workers Preservation Society, many of whom are retired dock workers or family members of dock workers

The event, ran in association with 'Solidarity: The Dockers of Dublin Port', the Little Museum of Dublin and Dublin Port Company, saw Dr Aileen O'Carroll, co-author of The Dublin Docker: Working Lives of Dublin's Deep-Sea Port (2017), the first academic monograph dedicated to dock work in Dublin, acting as chair for a special night full of stories that spoke to the hardship, humour and resilience of dock work.

The connections between dockland communities, such as Sheriff St, Pearse St, Ringsend, Irishtown, and East Wall, and the Port were explored, as was the nature of dock work, from the process of obtaining work at a 'read' to the types of commodities handled and the effects containerisation had on the dock workers' way of life.

MARCH

YEAR IN REVIEW: 2024



HARBOUR2HARBOUR WALK RAISES VITAL FUNDS FOR AWARE

Irish dancing sensations The Gardiner Brothers helped to launch the 17th annual Aware Harbour2Harbour Walk, which took place on St Patrick's Day, Sunday, March 17.

More than 2,500 enthusiastic walkers took on the 26-kilometre challenge, with the option of starting from Howth Harbour or Dun Laoghaire Harbour. Suitable for most fitness levels, the walk takes participants along the scenic Dublin Bay route with a 'Halfway Hooley' hosted at sponsor Dublin Port Company's historic Pumphouse.

"We are honoured to be a part of this year's Harbour2Harbour Walk with Aware," said The Gardiner Brothers, Michael and Matthew. "Mental health is such an extremely important thing to talk

about in this day and age, and we want to encourage people to be conscious of their own mental health as well as those around them. We have always been big into sports and exercise, especially with our dancing, and we find that it contributes greatly not only to our physical health but also our mental health."

The Aware Harbour2Harbour Walk is a flagship fundraising event for Aware, the national charity supporting people impacted by depression and bipolar disorder. This unique event helps raise vital funds to ensure the organisation can continue to deliver its free support, education and information services to individuals and communities nationwide.

2024 was the second year that the event has been included as part of St Patrick's Festival One City, One Festival Programme.

YEAR IN REVIEW: 2024

MARCH

"We are delighted to be included as an official event partner of St Patrick's Festival again this year," noted Stephen Butterly, Head of Fundraising at Aware. "Last year was our most successful event to date, with over 2,500 people coming together to proudly demonstrate their support for mental health and raise money for Aware's services. The Aware Harbour2Harbour Walk offers something a little bit different and it's a great way to get family and friends together to celebrate our national holiday in a fun and healthy way. With the support of St Patrick's Festival, we are hopeful that we will see even more people taking part this year!"

"We are proud to once again sponsor the Aware Harbour2Harbour Walk, an event that promotes both physical activity and mental health awareness," said Barry O'Connell, Chief Executive at Dublin Port Company. "At Dublin Port Company, we recognise the importance of supporting initiatives that contribute to the wellbeing of our community. Hosting the 'Halfway Hooley' is our way of welcoming and encouraging participants as they embark on this significant journey along the Dublin Bay route."

All participants received a t-shirt at the event, which they were encouraged to wear to raise awareness and show their support for mental health, while they were encouraged to use the hashtag #WeAreAware when sharing on social media.







Artist Dave West (left) with Kathrine Geoghegan and Aidan Hickey (far right) of the Dublin Painting and Sketching Club, pictured with Declan McGonagle (second from right), curator of Dublin Port Company's Engagement Programme at The Substation for the Shorelines exhibition, marking the 150th anniversary of the historic Dublin Painting and Sketching Club.

LEGENDARY PAINTING AND SKETCHING CLUB CELEBRATES 150TH ANNIVERSARY IN THE SUBSTATION

The Dublin Painting and Sketching Club (DPSC) celebrated its 150th anniversary with a special exhibition in the Substation in Dublin Port, from March 8-20, 2024.

'Shorelines', a vibrant exhibition chronicling the varied seascapes of Dublin, contained brand-new works from some of Ireland's most exciting and dynamic artists, who brought an immediacy to the life of the sea across paintings, etchings and sculpture.

This exhibition marked the 150th anniversary of DPSC, a co-operative of artists which can count Nathaniel Hone, John Butler Yeats and Bram Stoker among its past members. Today, the club's 80-strong membership includes some of the country's most illustrious painters, sketch artists and print makers.

Among the rich catalogue of works was Kathrine Geoghegan's 'Bull Island Tangle', which portrays seaweeds washed in on the tide at North Bull Island. Through vivid acrylics with oil glazes, this stunning work finds beauty in the familiar and puts a spotlight on the treasures of Dublin Bay.

Dave West's richly textured 'High Tide, Balbriggan Harbour' struck visitors with its strong colours and

refined representational approach. West's eye for detail uncovers an interplay between light, shadow and reflection across a row of boats at berth in this captivating piece painted *en plein air* at Balbriggan Harbour.

The range of works on display reflect the varied perspectives and approaches the club has nurtured throughout its rich history.

The DPSC was founded by renowned maritime painters Dr William Booth Pearsall FRCSI and Alexander Williams RHA. An etching by Pearsall featured in the club's 1880 exhibition is the first etching ever produced in Ireland as an original artwork. The work depicts a tall ship moored at Sir John Rogerson's Quay.

In the late 19th century, members would take to the Iris, a shallow-draft yacht owned by member George Prescott, to sketch, paint and photograph along the Poolbeg Peninsula, in often perilous weather conditions.

The 'Shorelines' exhibition, supported by Dublin Port Company, is a celebration of both the club's history and also the vibrant culture of traditional art practice in Dublin today, with a focus on maritime subjects. The exhibition follows on from a series of open-air painting sessions and exhibitions at Dublin Port, as part of Dublin Port Company's Port-City Integration programme.

MARCH

YEAR IN REVIEW: 2024

Darragh Treacy, President of the Dublin Painting and Sketching Club, said: "It is an honour to celebrate the club's 150th anniversary with 'Shorelines' in the Substation at Dublin Port. Our members have put forward a great selection of works that show a range of perspectives on all things nautical. At a time when artists are increasingly squeezed out of the city, showcases of work like these are more vital than ever."

Lar Joye, Port Heritage
Director at Dublin Port
Company, said: "The threshold
between the city and the sea
has always been a fascinating
subject for painters and
artists, and the Dublin
Painting and Sketching Club

has featured some of the original visual storytellers of Dublin's life as a Port-City. In the year of the club's 150th anniversary, it is really important for us to

Artist Dave West with his piece Low Tide, Balbriggan Harbour, featuring in Shorelines, celebrating the 150th anniversary of the historic Dublin Painting and Sketching Club.

bring this selection of maritime-inspired works to the Substation, Dublin Port Company's new interpretive space, which aims to open up the Port to the public."



MARCH

SPEED AWARENESS CAMPAIGN IN DUBLIN PORT

Dublin Port Company ran a high-profile Road Safety campaign throughout the Port area from March 4-8, when they were joined by An Garda Síochána and the seven Terminal Operators to bring awareness to speed and road safety in Dublin Port.

This initiative was designed to bring awareness to safe driving practices, along with educating road users in Dublin Port of the speed limits in the various operational areas and within the internal road network, and the SafePort 10 Golden Rules, which were crafted by the Dublin SafePort working group, consisting of representatives from various segments of the Port community. These rules encompass a wide spectrum of port activities, ensuring that every facet of the port ecosystem is safeguarded.

The Dublin SafePort initiative focuses on roads and terminal speed limit safety, which changed in 2022. As a part of this campaign, Dublin Port Company reminded all road users in the Port of the speed limits throughout its North Port Road Network; the Common User Area is 20km/h and the North Port Estate is 40km/h.



DUBLIN PORT COMPANY COLLABORATE WITH UCD ON WORLD-FIRST ECO-ENGINEERING INITIATIVE

Dublin Port Company, in collaboration with University College Dublin (UCD), announced a groundbreaking initiative in March 2024 aimed at enhancing biodiversity along the Great South Wall. This innovative project



marked a significant milestone in the realm of ecoengineering, setting a new standard for sustainability and environmental stewardship.

Artificial structures such as seawalls and rock armour have long served as crucial protective measures for ports, harbours, and marinas worldwide. However, conventional man-made structures often lack the biodiversity found in natural rocky shores, presenting challenges for marine ecosystems. Recognising this gap, UCD researchers partnered with Dublin Port Company to pioneer a solution that merges ecological principles with engineering expertise.

At the heart of this initiative lies the deployment of large habitat units along the Great South Wall, a strategic location chosen for its potential to foster marine life. The utilisation of a natural topography design sourced from a shoreline in Ringaskiddy, Co. Cork, on habitat units of this size distinguishes these as a world-first in eco-engineering.

The design of these habitat units draws from a comprehensive study conducted as part of the Ecostructure project, in which Dublin Port played a pivotal role on the stakeholder steering committee.

YEAR IN REVIEW: 2024

MARCH

The study encompassed 32 natural rocky shores and 32 artificial shoreline sites across Ireland and Wales, evaluating both biological diversity and physical topography. Leveraging advanced techniques such as photogrammetry, the project team crafted 3D models to inform the development of engineering-standard habitat units and wall panels.

These habitat units integrate natural topography into eco-friendly concrete, reducing carbon footprint while maximising biodiversity potential. Collaborating with industry partners CubEX and Modular Cubed, the project exemplifies a synergy between academic research and practical application.

Over the next two years, UCD researchers will conduct comprehensive monitoring to assess the efficacy of these habitat units in enhancing marine biodiversity. By studying a diverse array of species, including invertebrates and fish, the project aims to unlock valuable insights into the benefits of large-scale ecoengineering approaches.

"This represents a significant step forward in our understanding of eco-engineering concepts," explained Dr Paul Brooks, UCD School of Biology and Environmental Science. "By incorporating natural topographies into artificial structures, we have the potential to mitigate environmental impacts while promoting ecological resilience along the Great South Wall.

"This project has been seven years in the making and Dublin Port Company have been with us every step of the way. The result you can now see along the Great South Wall is a world-first and we're very excited to



see it finally come to the fore. It would not be possible without the collaboration with Dublin Port, and we hope that continues long into the future."

Eamon McElroy, Port Engineer, added, "Dublin Port is an extremely busy port; we have 8,000 ship arrivals every year, and as such, we must take great responsibility in looking after the environment around us. It is our policy to manage our obligations to the environment in a responsible manner and to take a sustainable approach to developing the Port's business.

"This project with UCD has been long in the making. The deployment of fish habitats along the Great South Wall, an iconic Dublin landmark, aims to enhance the biodiversity within the Port estate itself. Through our joint efforts with UCD, we reaffirm our commitment to sustainable development and the preservation of marine ecosystems."



MAY

UPDATE ON 3FM PROJECT FOLLOWING CONSULTATION

Dublin Port Company (DPC) announced an update on its 3FM Project on May 9, 2024, as a direct result of an extensive consultation process and a consideration of alternative

options, a key requirement of the planning process. The changes will describe a material enhancement of lands allocated to public realm, more efficient location of lands to the district heating scheme and directly address concerns expressed about the perceived visual and noise impact of DPC's original proposals [See full story on Page 64].





JULY

TEMPLE BAR GALLERY + STUDIOSEXHIBITS AT THE PUMPHOUSE

Dublin Port Company (DPC) welcomed Temple Bar Gallery + Studios (TBG+S) to the Pumphouse in July for a fourmonth run for 'Longest Way Round, Shortest Way Home'.

'Longest Way Round, Shortest Way Home' featured two solo exhibitions that ran simultaneously, presenting ambitious work from two highly accomplished artists, Yuri Pattison and Liliane Puthod.

The unique heritage of Dublin Port lends itself perfectly to the artists' considerations of geographic, economic

and transport networks. Both artists use symbolism of rivers and seas, capturing how the flow of time speaks to the idea of life as a circle and the transitory nature of things, making the Pumphouse the ideal venue for TBG+S to curate two off-site installations.

Yuri Pattison's 'Dream Sequence' was a site-specific installation which included a computer-generated video, sculpture and a soundtrack arrange on a 'Disklavier' piano (self-playing). Data collected from local monitoring sites at Dublin Port manipulated and altered the aesthetic, auditory and structural elements of the work.

YEAR IN REVIEW: 2024

JULY

TEMPLE BAR GALLERY + STUDIOS EXHIBITS AT THE PUMPHOUSE (CONTINUED)

Liliane Puthod's 'Beep Beep' was a large-scale immersive installation which integrated personal family narratives with the social history of the Renault 4, a popular 1960s car. For this exhibition, Puthod reanimated her late father's 1962 R4 from its dusty shed in her hometown of Reignier, France, and documented the journey of this 'time machine' to Ireland.

'Longest Way Round, Shortest Way Home' included an accompanying public event programme, including weekly Saturday tours; Summer School, a series of free family and adult workshops from July 25-28; and special events for National Heritage Week, Culture Night, Open House Dublin, and Dublin Festival of History. The exhibitions were made possible through The Arts Council Visual Arts Project Awards.

"We are pleased to partner with Temple Bar Gallery + Studios for these amazing port-specific exhibitions at the Pumphouse," noted Lar Joye, Port Heritage Director at Dublin Port Company. "We have enjoyed a close and rewarding collaboration with Temple Bar Gallery + Studios and that has allowed us to bring these exhibitions to life.

"The Pumphouse forms part of our deep commitment to Port-City integration and exhibitions like these are part of Dublin Port Company's ongoing effort to making the Port more accessible to the general public. This includes partnering with leading arts organisations such as TBG+S and ensuring that the artists they work with have an appropriate venue to display their work for the public to enjoy."

Artist Liliane Puthod said, "Dublin Port is a significant site for my new exhibition... While this project reflects



Yuri Pattison, 'dream sequence', 2024. Produced and curated by Temple Bar Gallery + Studios in partnership with Dublin Port Company, 2024. Photo: Ros Kavanagh.

on global consumption and distribution network, I see the Port as a special place that deeply encapsulates the passing of time, movement of goods, and narratives in relation to places and individuals."

Clíodhna Shaffrey, Director of Temple Bar Gallery + Studios, said they were "honoured to bring two exhibitions of scale and ambition to Dublin Port's Pumphouse landmark venue. This setting and what it resonates gives a vital aspect to both Yuri's and Liliane's work and allows people a poignant encounter with exemplary contemporary art.

"Dublin Port is now a desirable place for the artistic community. At a time when artists are increasingly finding it harder than ever to locate a place to create and exhibit their work in Dublin City, this partnership between DPC and TBG+S is more important than ever."



YEAR IN REVIEW: 2024

JULY

CASTING OF THE SPEAR

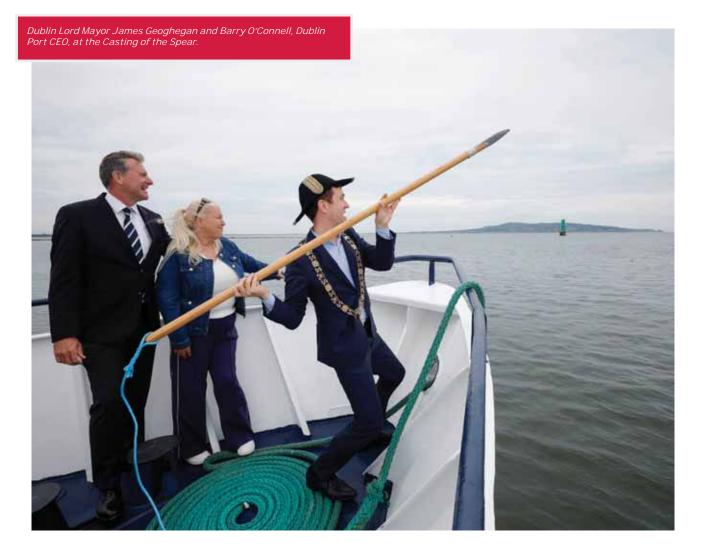
Dublin Lord Mayor James Geoghegan carried out the 536-year-old 'Casting of the Spear' tradition in Dublin Bay on July 16, becoming the ceremonial Lord Admiral of Dublin Port. The tradition dates to the 15th century and has long been used to signify the close relationship between Dublin City and the Port.

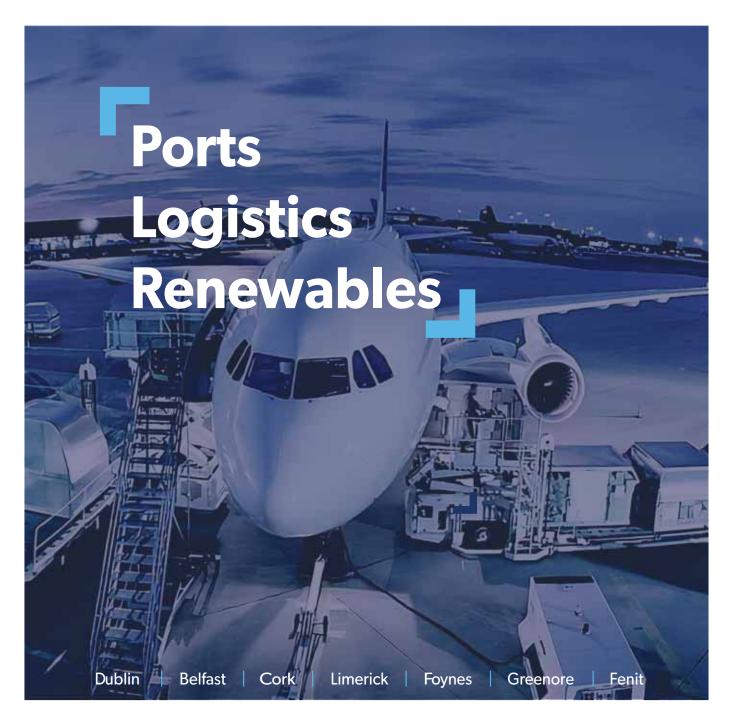
Casting of the Spear officially launches the South Docks Festival, a community event celebrating the rich history and culture of Dublin's docklands area run by the St Andrews Resource Centre, with a host of family-friendly events and activities throughout the week. Celebrating 37 years of community, the 2024 festival theme was 'In a world where you can be anything, Be Kind'.

The tradition of having an honorary Lord Admiral of Dublin Port dates to the year 1488 when the then Lord Mayor Thomas Mayler launched a spear into the ocean to set the eastern-most boundary of Dublin City. Each year, the Lord Mayor launches their own spear to mark the occasion and reaffirm the connection between the City and Port.

"We aim to be an integral part of our community and be a hardworking port for Dublin," noted Barry O'Connell, Dublin Port CEO. "The Casting of the Spear tradition each year reminds us to always remain connected to the community and environment around us. I thank the Lord Mayor for carrying on this 536-year-old tradition and wish him all the very best for his tenure in the year ahead."

Lord Mayor James Geoghegan commented, "Dublin is a proud port city and its communities have been inextricably linked with the trade and commerce of the port for hundreds of years. I'm honoured to carry on this rich tradition, highlighting the link between port and people – having a bit of fun with the community in the process. I thank both the Port and St Andrew's Resource centre for carrying the baton, or spear in this case, of history proudly."





We're not just stevedores.....

Did you know our Freight Forwarding & Logistics Division provides a range of services, including worldwide FCL and LCL sea freight, road freight, groupage, air freight, and customs clearances? Contact Darryl at dthomas@dsg.ie, Elliott at econway@dsg.ie, or Catherine at cbarrett@dsg.ie for a quote today. We can tailor any shipment to suit our customers' specific needs.

Ireland's Leading Shipping & Logistics Company



JULY

MP2 PROJECT AWARDED €73.8 **MILLION IN EU FUNDING**

Dublin Port Company's MP2 Project was awarded €73.8 million in funding from the EU's CEF Transport (Connecting Europe Facility for Transport) programme. It is one of 134 projects within a €7 billion EU investment announced in July 2024, supporting sustainable, safe and smart transport infrastructure.

The CEF Transport funding will be applied to key components of the MP2 Project, which will increase berth capacity to handle projected future demand for Roll-On, Roll-Off (RoRo) freight [see main story on Page 64]. This will meet the needs of economic growth, Ireland's rising population, operator demand for new RoRo services and the needs of larger vessels on direct services to Europe.



AUGUST

DUBLIN PORT AND NATIONAL HERITAGE WEEK 2024

Dublin Port Company took part in National Heritage Week 2024, from August 17-24, with a series of walking tours exploring Dublin Port's vibrant history, as well as Temple Bar Studios + Gallery art installations, on a tour showcasing both heritage and contemporary culture.

Visitors discovered hidden gems like the restored substation and the original East Wall, while tracing the





evolution of the city, its communities, and industries. The tour included a visit to the Pumphouse, once a graving dock area and now transformed into a space for the arts. Visitors had the opportunity to see Temple Bar Galleries presents 'Longest Way Round, Shortest Way Home', featuring two solo exhibitions: 'Dream Sequence' by Yuri Pattison and 'Beep Beep' by Liliane Puthod.

THE IRISH SEA'S LEADING FERRY COMPANY

Our network of 18 routes links key ports and road connections across northern Europe.

With more routes and sailings than any other ferry company, we offer the most convenient and reliable way to reach your destination. At Stena Line, we're committed to providing safe, comfortable and sustainable journeys. routes to Britain Cairnryan & France Heysham Belfast Immingham/ Killingholme Dublin Liverpool Vessels Holyhead **IRELAND NETHERLANDS** Rosslare **BRITAIN** Hook of Holland Up to Harwich Fishguard Rotterdam daily departures Cherbourg **FRANCE**

Stena Line

SEPTEMBER

YEAR IN REVIEW: 2024

TOLKA ESTUARY GREENWAY OPENS

September 2024 saw the official opening of the new Dublin Port Greenway, along the Tolka Estuary (see full story on Page 50). Developed by Dublin Port Company, the Tolka Estuary Greenway forms part of Fáilte Ireland's Dublin Coastal Trail, which runs from Skerries in the north to Killiney in the south. The trail, which highlights Dublin's majestic coastline, is dotted with adventures and now proudly includes the Port's Greenway.



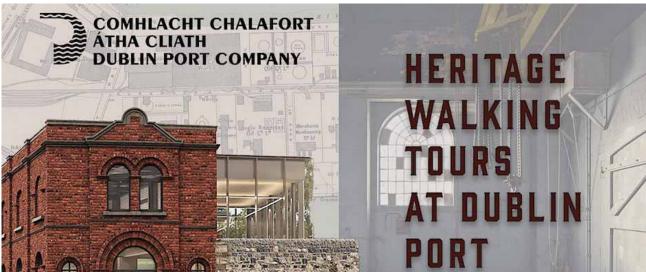
Pictured at the official ribbon cutting ceremony for the Dublin Port Tolka Estuary Greenway are (I-r): Lar Joye, Heritage Director, Dublin Port Company; Minister of State James Lawless TD; Caroline O'Keefe, Manager, Fáilte Ireland; and Barry O'Connell, Chief Executive of Dublin Port.



CULTURE NIGHT AT DUBLIN PORT

Dublin Port opened its doors for Culture Night on September 20, allowing visitors to experience the rich history of Dublin Port with a series of walking tours and a special bus tour led by Port Heritage Director, Lar Joye. Visitors were able to uncover the stories, landmarks, and hidden gems that have shaped the Port and its role in the city and explore the vibrant heritage of the Dublin Port.







Providing a comprehensive range of services designed to expedite & support supply chains through all import & export declarations & customs requirements.

Experienced Brokerage Department offering:

- · Import/export declarations, UK, Ireland & Rest of World
- TRACES, PEACH & IPAFFS
- Transit movements
- Excise goods movements

WHY CHOSE EOS CUSTOMS?

- · Team with over 25 years of Customs & Int'l Trade experience
- HMRC authorised customs warehouse
- HMRC authorised consignor/consignee status
- HMRC registered consignor alcohol movements
- · External temporary storage facility (ETSF)
- AEOF (Safety & Security) approved
- ISO 9001: 2015 certified since 2015
- Transportation through a network of approved carriers





SEPTEMBER

YEAR IN REVIEW: 2024

DUBLIN PORT AND THE DUBLIN FESTIVAL OF HISTORY

Dublin Port Company were excited to be part of the 2024 Dublin Festival of History, with a series of insightful talks and walking tours that delve into Dublin Port's rich heritage and its role in the city's history.

The talk series at the Substation included History Ireland's Hedge School panel debating whether Irish history has overlooked its maritime past; Architect Grainne Shaffrey exploring the evolution of Dublin Port's landscape, highlighting efforts to balance urban development with preservation; and David Dickson (TCD Fellow Emeritus) discussing the role of the Port in times of famine, and how maritime trade and port infrastructure influenced Dublin's response to widespread starvation, emigration, and social upheaval, shaping the city's history and resilience during these critical periods.

Walking tours allows visitors to discover the stories and landmarks that define the Port's unique character, from its bustling quays to its hidden gems.

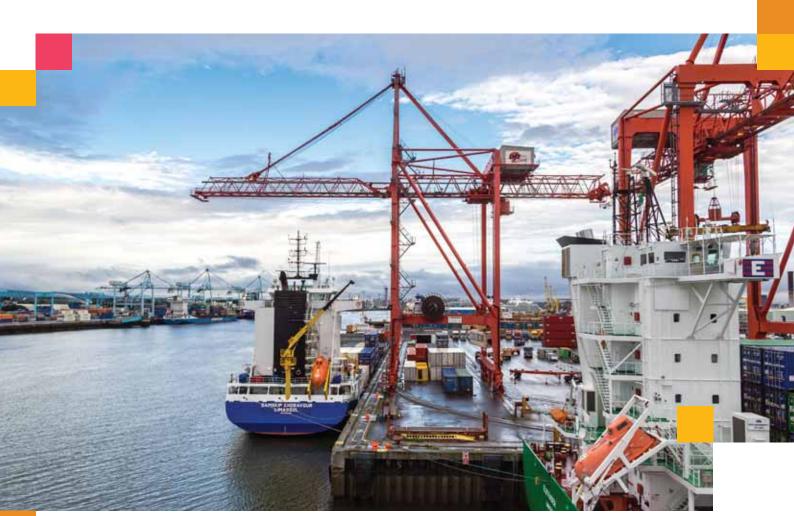


OCTOBER

GREEN CORRIDOR PROPOSAL RECEIVES FUNDING BOOST

The Green Corridor initiative, a collaboration between the ports of Dublin and Holyhead with leading ferry operators, Irish Ferries and Stena Line, and supported by the environmental consultancy Ricardo, Maynooth University and EDF, received €143,621 in grant funding from the International Green Corridor Fund towards the total project investment in October 2024 [see full story on Page 62]. The Green Corridor initiative aims to establish a zero-emission shipping route between Dublin and Holyhead.





Reimagining tomorrow is easier if you've re-engineered today.

Transformation is essential. Unavoidable. Businesses need partners to optimise outcomes, while minimising risk. It helps if you've done it all before. Like PwC. It's what we do every day for every tomorrow.

Realigning strategy. Reimagining how to grow value. Delivering vital transformation that works. Powered by advanced technology and deep industry understanding.





IRISH PORT SAFETY WEEK AT DUBLIN PORT

Dublin Port celebrated Irish Port Safety Week from October 21-25, 2024. Organised by the Irish Port Safety Forum, Irish Port Safety Week offers a packed schedule of activities aimed at promoting safety awareness for all port users, while highlighting Dublin Port's commitment to putting safety at the heart of everything they do.

As part of the week's programme, An Garda Síochána conducted road checks throughout the estate, and both Dublin Fire Brigade and the RNLI took part in waterborne exercises.

As well as these exercises, port users came together for safety focused workshops and training sessions in the Dublin Port Substation.

Key highlights of Irish Port Safety Week 2024 included:

- Briefing from the Health and Safety Authority of Ireland on key activities affecting the workforce in the port industry and the highlighting the close partnership in the Irish Port Safety Forum;
- RNLI simulated rescue exercise in Dublin Bay in partnership with a Dublin Port Pilot Boat team simulating a man-overboard;
- Self-defence, cyber security, sleep-awareness, and confined spaces training for Dublin Port staff and port operators;

- A water rescue exercise with Dublin Fire Brigade, simulating rescuing people from the quay walls and a medical emergency exercise;
- Safety awareness events for local schools and yacht clubs.

As part of the overall European Safety Week theme, 'Safe and Healthy Work in the Digital Age', Irish Port Safety Week also featured a workshop on implementing digital tools to enhance safety protocols.

Irish Port Safety Week 2024 concluded with a successful range of events and activities aimed at enhancing health, safety, and wellbeing for port workers and the local community. Hosted by Dublin Port Company in collaboration with other Irish ports, this year's programme featured interactive and educational sessions that attracted broad participation.

Other events included personal safety with Krav Maga Ireland and CPR training sessions, where participants learned essential skills for responding to emergencies. Simulator training provided valuable, hands-on experience in operating heavy machinery under adverse conditions, while cyber security workshops educated port workers on safeguarding digital operations within the Port.

OCTOBER

YEAR IN REVIEW: 2024

"This is the fourth time Dublin Port has participated in Irish Port Safety Week, which is an all-Ireland collaboration that brings together Port Authorities from across the island, and underscores the shared responsibility for health and safety at all our ports," said Paul Hogan, Assistant Harbour Master. "This year's event builds on the Dublin SafePort initiative launched in 2022, which continues to drive safety improvements at Ireland's busiest port."

Local schools joined in, with over 200 students taking part in RNLI water safety awareness and a safety-themed colouring competition, fostering early awareness of port and water safety. Dublin's yacht clubs, including Poolbeg Yacht Club, engaged in the Safe Navigation in the Bay talk, with guest speakers from the Irish Nautical Trust, Vessel Traffic Services and the Dun Laoghaire Harbour Master all giving valuable insight as to how leisure craft can safely navigate close to the busy shipping channels. "These initiatives aim to foster a culture of safety, both onshore and offshore, while building connections between the Port and our surrounding community," Paul explained.

The Dublin Fire Brigade conducted emergency response exercises during the week, simulating an in-port rescue from water drill, while Killian O'Kelly from the RNLI conducted a series of talks and workshops with groups ranging from primary school children



all the way up to the Dublin SafePort Executive and Working Group members. These collaborative drills and exercises underscored the importance of emergency preparedness, concluding with a large-scale drill showcasing coordinated response efforts.

"Irish Port Safety Week 2024 demonstrated the power of community and collaboration in maintaining a safe, welcoming environment at Dublin Port, reinforcing the port's commitment to continuous safety improvement," Paul Hogan concluded. "We are already looking forward to next year's safety week!"

DUBLIN PORT GREENWAY CHALLENGE

To celebrate the opening of the new Dublin Port Greenway and promote it as a running and walking spot for locals, The Dublin Port Greenway Challenge for local sports clubs saw Dublin Port Company offering €1,000 to whichever local sports club completed the most kilometres on the Greenway from October 4-17. The winners were Raheny Shamrock Athletic Club, with members pictured receiving their prize from Edel Currie, Community Engagement Manager, Dublin Port Company.



NOVEMBER

YEAR IN REVIEW: 2024



DUBLIN PORT HOST THE LAUNCH OF OUTRAGE BY FISHAMBLE

Dublin Port hosted the launch of Fishamble: The New Play Company's nationwide tour of Outrage by Deirdre Kinahan, directed by Jim Culleton, in November 2024.

The play was originally hosted in the Dublin Port Company Pumphouse in March and April 2022. The launch event was held in the Substation at Dublin Port, during which cast members Naoise Dunbar, Caitríona Ennis, and Mary Murray performed an extract from Outrage, offering attendees a glimpse into the world of the play, which is set during the Irish Civil War. This was followed by a discussion on the historical context of the piece with playwright Deirdre Kinahan, Fishamble's Artistic Director and CEO Jim Culleton, Fishamble's Literary Manager Gavin Kostick, and Dublin Port Heritage Director Lar Joye.





@©@♥ lisney.com



progressive sup**port**ive trusted

Lisney is at the forefront of commercial and residential property in Ireland for almost 90 years.





DECEMBER



NETHERLANDS AMBASSADOR VISITS DUBLIN PORT

The Netherlands Ambassador to Ireland, Maaike van Koldam, visited Dublin Port on December 7, where she met with Harbour Master, Michael McKenna, and Deputy Harbour, Master Steven O'Mara.

Dublin Port is by far Ireland's largest freight and passenger port, with some €40 billion of trade flowing through each year. Approximately 60% relate to imports and 40% to exports. The Dutch ports of Rotterdam and Amsterdam continue to be important trading partners of Dublin Port and also significantly in the sectors of maritime infrastructure and port development.

CARING FOR SEAFARERS

In December, the Mission to Seafarers Centre and Dublin Port delivered care packages to the crews of the Oratuulia, the MSC Nikoleta II and the An Hai Wan - a longstanding tradition at the Port during the holiday season.









THE HARDWORKING HEART OF DUBLIN





Dublin SafePort, the port-wide collaborative safety initiative at Dublin Port, was recognised by the International Harbour Masters Association (IHMA) at its congress in Tanger Med, Morocco, when it took home the 'Safe, Efficient & Secure Port Award, one of the IHMA's three annual prizes.

The Award recognises operational leadership from across the IHMA's global membership in 50 countries. Dublin SafePort was commended as a model of excellence in terms of impact and collaboration.

Captain Michael McKenna, Dublin Port Harbour Master and Dublin SafePort Chair, made a submission at the IHMA Congress in Morocco on the achievements of Dublin SafePort since its establishment in 2022.

"The Dublin SafePort initiative was set up to drive cultural change across the Dublin Port Company estate," he explains. "Given that a significant part of the Port's business goes through the major unitised terminals, namely the RoRo (Roll-On, Roll-Off) and LoLo (Lift-On, Lift-Off) terminals, we approached the users of those terminals and asked them to join us on this safety leadership initiative, and they all did.

"The embedded safety culture and alignment of procedures across the unitised terminals has been achieved through collaboration across the terminals. These enhanced safety relationships support the delivery and operation of new and upgraded infrastructure at the Port."

Michael stresses that while Dublin Port Company and the operators of the various terminals "already had very structured safety management systems in place, covering areas like the PPE clothing that people wear, the processes they follow etc.", the SafePort initiative is about collaborating across terminals and companies, "so that we can help each other run the businesses in the safest possible way".

CHANGING SAFETY CULTURE

"We wanted to drive the culture change from the top down and from the bottom up," he explains. "We engaged with the senior executives of the terminals, as well as the terminal managers and EHS staff. We also wanted to tap into the levels of expertise among the dockers on the ground in the terminals. These workers see the world in a completely different light to how a manager or an executive will and they will be able to identify safety challenges that managers may not even be aware of. We wanted to ensure that those persons had a safe place and a voice to discuss their issues, to raise them and for them to be heard."

To this end, Dublin Port Company host monthly SafePort engagement sessions, where a variety of workers from across the terminals come together and discuss safety across their various work locations and environments.

"These people would have no cause to meet each other outside of these sessions, because their companies are in competition with each other," Michael notes. "So this is a mechanism for people to come together and collaborate on safety, to discuss what's working well for them and maybe to discover where somebody has found a solution to a problem that may be of use to those in another terminal."

Recently, the initiative has grown to include An Garda Síochána, Revenue, HSE and North Quay Associates, all of whom have significant numbers of staff working across the unitised terminals.

"We understand that employees of Revenue, for example are on a different mission from someone in a shipping company," Michael acknowledges. "The mission of a container company or a shipping company may be to move the box efficiently and safely from the ship to the guay wall or vice versa, whereas the Gardaí or Revenue's mission is centred around compliance, enforcement and intelligence. But the Dublin SafePort initiative enables Revenue staff, Gardaí and terminal staff to link together on safety, to understand that while they may each have a different mission or purpose, all those missions have to take place and everybody should get to go home safely at the end of their shift. That requires understanding levels between teams and operations to facilitate and understand each other's work."



FINDING COMMON GROUND

Michael believes that the SafePort initiative is unique amongst other European ports but has found one entity engaged on a similar safety journey in the shape of Dublin Airport. Like in Dublin Port, Dublin Airport has one working area utilised by a number of different airlines, service companies and fuel companies, baggage companies etc."

Both entities have combined resources to engage on safety. In practice, this has meant meetings between managers and executives from both airport and seaport on safety issues, with regular visits each way and engagement during Port Safety Week.

"A team from Dublin Airport came to speak to the Dublin Port community about what was happening in the airport and what the challenges were. I've since attended their Safety Week to discuss our learnings from Dublin SafePort and our challenges," Michael explains. "I think it makes people feel more comfortable when they realise other people are on the same journey. As I said to the audience in the airport, the ships and airplanes may differ in their size, their scales and their logistics, but our safety issues are the same; it all comes down to communication and understanding, to planning, to having the right resources at the right time and also to empathy from worker to worker, realising that someone else could be having a bad day and we need to look after each other in a busy logistics work environment."

REWARD FOR TWO YEARS OF HARD WORK

Winning the IHMA Award was a vindication of two years of hard work. "Dublin Port is an extremely busy world-class route-to-market and this international recognition of our combined safety commitment is very positive and welcome," Michael notes. "We have some 50 ship movements and 11,000 vehicles on the road each day, enabling €40 billion of trade annually. We are

also opening up parts of the Port to the public through a range of cultural initiatives, across which safety remains a top priority.

"With this level of activity, a common safety culture is essential. Through Dublin SafePort, we have aligned practices around PPE, speed limits and many other procedures, and have greatly increased health and safety awareness across the 261-hectare Port estate," he continues. "This international award is a commendation to the hard work and commitment of everyone at the 11 partners who collectively make up Dublin SafePort and who reinforce safety as a pre-requisite every day."

When Michael returned from Morocco with the Award, they celebrated with a gathering of the various Dublin SafePort partners at Port Centre: "People are always very cautious about celebrating any element of safety because we all know that safety operations must continue to take place here 24/7. But it is important to note the recognition that we've achieved and to be somewhat buoyed by the fact that what we're doing is internationally recognised and that we are seen as a bit of an exemplar in this area. So we should continue to do what we're doing and continue to share the messages and learn from others as well."

NEW STRATEGIC PLAN

The Dublin SafePort partners have recently agreed a new three-year strategic plan, which runs until 2027 and is based around four key pillars:

- Sharing of information;
- Development of and investment in people;
- Development of and investment in in machinery;
- Governance: how they run meetings etc.

"It's wonderful that all the partners agreed the strategic plan, which will guide the rhythm of the



From concept to completion

Supporting Dublin Port Company's highly strategic approach to delivery of the Dublin Port Masterplan 2040





initiative for the foreseeable future to make sure that we're on message about safety and safety leadership all the time," Michael notes.

A crucial part of Dublin Port's annual safety campaign, National Port Safety Week has become a key event not just in Dublin Port but across the country (See story on the 2024 events on Page 22). "It's an initiative by the Irish Port Safety Forum that has grown right across the island, with all the major ports around the coast coming together, hosting initiatives, drills and training sessions," Michael says. "It's an opportunity to highlight the importance of safety, to give people that voice and to also hear that other ports are doing the same thing."

Dublin Port work closely with the Health & Safety Authority, who traditionally open the annual event in Dublin. "They're also very supportive of the Dublin SafePort initiative and they visit us regularly to keep up with some of the challenges we're dealing with, in addition to their role as regulator, with both announced and unannounced visits to the terminals to carry out those very important Health & Safety inspections."

DEALING WITH CHANGE

As the business of the Port changes and grows, the Health & Safety challenge is constantly evolving. The Harbour Master points to the closure of the Port of Holyhead in December 2024 as the latest in a line of challenges that impacts on Dublin Port and those working there.

"That impacted on dockers on the ground to a large scale, because even the Dublin-based operations had to change their timings, their scheduling, their resources and to split their shifts to try and cover the contingency sailings that were put in place to be able to keep trade going," he explains. "When people's shift systems are impacted, that means their family situations and their normal family rosters are impacted. All those things can have an impact on safety and how clued-in somebody is and the brain space that they may have on a particular day or a particular shift. That's why we have to look out for each other."

ABOUT DUBLIN SAFEPORT

Launched in 2022, the Dublin SafePort initiative is the result of extensive collaboration between Dublin Port

Company and the six unitised terminal operators at Dublin Port – Dublin Ferryport Terminals, Doyle Shipping Group, Irish Ferries, Peel Ports Group (MTL), Seatruck Ferries (now CLdN RoRo Ltd) and Stena Line. Together, they account for an estimated 75% of port workers on the Dublin Port estate.

Under Dublin SafePort, safety awareness campaigns, training and initiatives take place port-wide with the objective of enhancing port safety culture and practice for the long-term.

Looking ahead, Michael expects the Dublin SafePort initiative to grow into the future as even more partners come on board. "We worked hard during the last year to try and align the processes and procedures across the different terminals, so that if a HGV driver goes into one terminal, it should be as similar as possible to the next terminal. We wanted to ensure there is alignment across the terminals so drivers, for example, know where to go and what to do to stay safe."

ABOUT THE IHMA

The International Harbour Masters Association (IHMA) is a professional membership association for those responsible for the safe, secure, efficient and environmentally sound conduct of marine operations in port waters. The Association brings together Harbour Masters and all those who hold a managerial position in aspects of the control of marine operations within a port. Its members include port operations managers, VTS managers, and many others, as well as Harbour Masters.

The IHMA unites those responsible for the safe, efficient and secure navigation of port waters, with members representing more than 50 nations, extending throughout Western and Eastern Europe, Australasia, Africa, the Americas, the Middle East and Asia. Members are from ports large and small, publicly and privately owned, and represent a unique source of up-to-date, hands-on expertise in a range of port and maritime operations, including safety of navigation, vessel traffic control, shipping movements, port management, protection of the marine environment, the ship/port interface, cargo handling and safe stowage, safety management and training, and port security.





Celebrating 25 years at the forefront of Underwater Archaeology in Ireland



Providing effective underwater and land-based archaeological and built heritage solutions since 1999.



Conducting intelligent diving and underwater/marine inspections for the civil and scientific sectors.



Specialised in marine geophysical data interpretation with particular reference to Offshore Renewables.



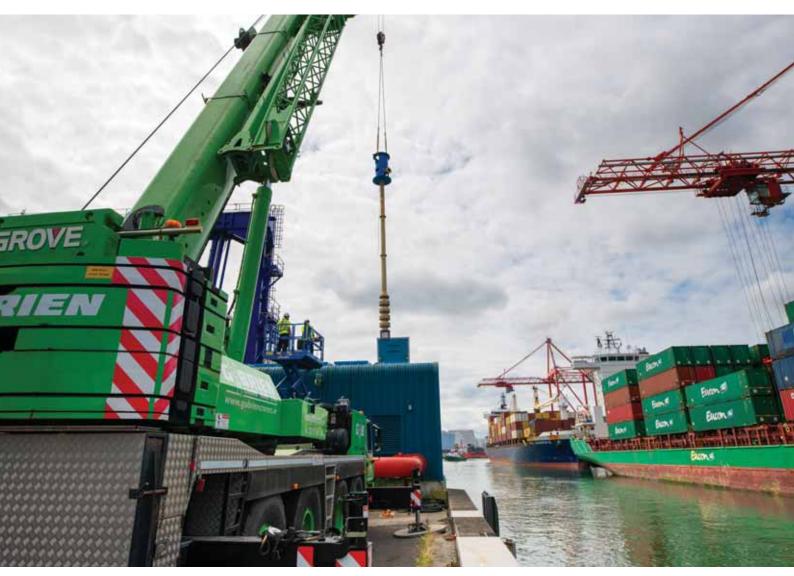
Precision survey using latest equipment, including 3D Laser-scanning services.

ADCO works closely with clients from project inception, through EIAR, to full construction stages, delivering the highest quality effectively.

> www.adco-ie.com info@adco-ie.com +353 (0) 1 908 1541

ENGINEERING THE RIGHT SOLUTIONS

Dublin Port Company's engineering function plays a crucial role in ensuring the day-to-day running of the entire Port, the unseen cog that ensures the whole machine runs smoothly.



"Dublin Port Company's Engineering function covers services across the whole Port estate, including the Oil Zone, the Firemain and Maintenance & Services (M&S)," explains Stephen Collier, Technical Manager for all aspects of Mechanical, Electrical, Energy.

Considering their remit covers such a broad spectrum of areas within the Port estate, there is no such thing as a typical day for the engineering function.

"We have an annual maintenance plan, which includes day-to-day tasks but every day is very different, with different challenges, different issues, different weather," Nikos Anastasopoulos, Oil Zone Manager, notes.

"We start every day with a review of what happened during the previous shift; it is an informal meeting which would also cover any planned works, coordinating with any contractors on-site, and managing all the day-to-day activities," adds Liam



Pictured are (I-r): Nikos Anastasopoulos, Oil Zone Manager; Liam Fitzgerald, Maintenance Planning Engineer, and Stephen Collier, Technical Manager, Dublin Port Company.

Fitzgerald, Maintenance Planning Engineer. "But that's just the beginning."

The Engineering team includes a staff of approximately 33 in M&S, with another seven in the Oil Zone, including both Dublin Port Company staff and contractors.

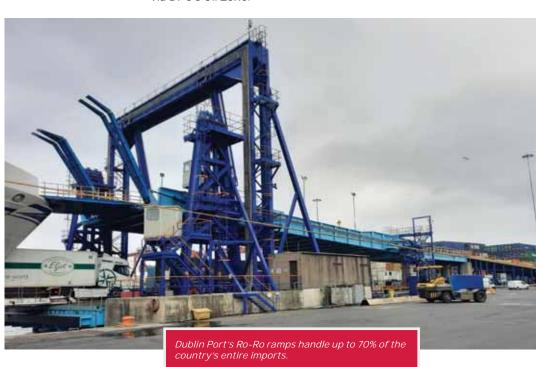
The M&S team look after everything from Ro-Ro Ramps to marine vessels, as well as electrical distribution (including back-up power generation), instrumentation and control, and all civil and structural assets and navigation aids within the Port. "In the course of our

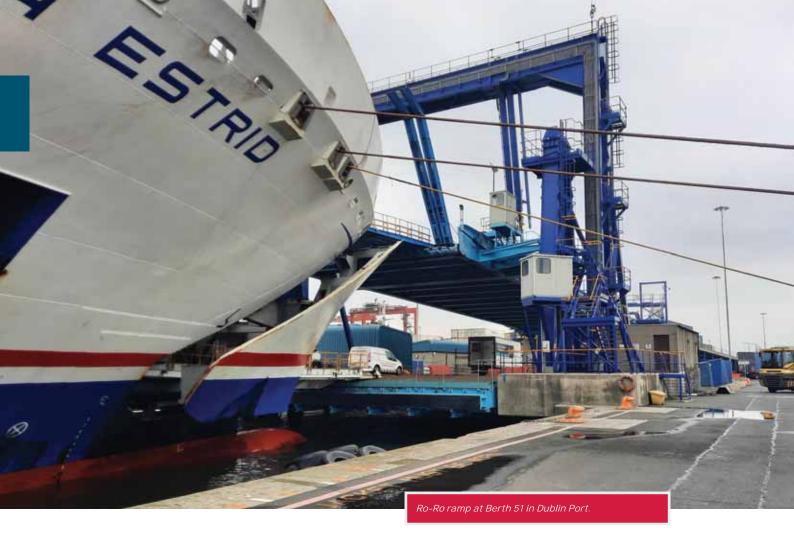
day-to-day duties, we build good relationships and work closely with our tenants, customers, suppliers and external contractors, working closely with them to deliver an efficient service," Stephen explains.

"We look after a lot of the critical infrastructure within the Port," he continues. "This goes from Ro-Ro ramps, marine vessels, navigational aids, including lighthouses and buoys, to all the infrastructure that's in the ground, which includes electrical services, some mechanical services, hydraulic services, waterways, foul pumping etc. So we cover both the operational side and maintenance side of things."

THE OIL ZONE

Dublin Port has long been acknowledged as crucial to the normal functioning of Ireland's economy, with the Port accounting for 51.82% of all trade within the Republic of Ireland in 2023. Within the Port estate, the Oil Zone is another critical piece of national infrastructure. As Nikos explains, 61% of Ireland's imported refined petroleum and 30% of the country's primary energy comes through Dublin Port. Indeed, 70% of the national refined petroleum storage capacity is in the Oil Zone, while diesel and jet fuel make up over 80% of the petroleum imported via DPC's Oil Zone.





"These are serious numbers," Nikos admits. "So you can imagine if we had anything that causes disruption to the supply at the Oil Zone; it would only take about a week before the airport would have to stop operating."

Up to 400 ships each year use the Oil Zone via its two main jetties, the Western Oil Jetty and Eastern Oil Jetty. "All the Jet Fuel is distributed via the Western Oil Jetty, while bitumen and gas is distributed via the Eastern Oil Jetty. In practice, up to 90% of vessels use the Western Oil Jetty, so this is the most critical," Nikos reveals.

Dublin Port's Oil Zone is a critical piece of national infrastructure.

MAINTAINING THE EQUIPMENT

The Port has to keep running to ensure the Irish economy doesn't grind to a halt. In order to ensure that operations remain as smooth as possible, the Engineering teams must maintain the equipment to ensure goods and fuels keep flowing.

"At our core, we are custodians of Dublin Port and our primary function is to maintain and repair, to keep things going," Stephen notes.

"We are also reducing risks," Liam interjects.



"And we do this by maintaining the equipment and making things easy for the operators," Nikos adds. "We constantly try to improve whatever can be improved. It is a combination of being reactive in terms of maintenance and repairs, and being proactive in terms of trying to predict potential failures."

Stephen notes how Dublin Port's Ro-Ro ramps, for example "handle up to 70% of the country's entire imports across nine critical structures".

"We don't get a lot of time for maintenance on these critical pieces of equipment because they are used

When organising maintenance on a Ro-Ro ramp, Stephen's team have a three-hour window to get the job done and ensure the ramp is fully functional, which is a challenge: "It could take two or three weeks to plan a job that might only take one hour."

The Oil Zone works differently, however, as it is an explosive environment, which means that access is strictly controlled. While the oil jetties are not classified as a COMAH (Control of Major Accident Hazards) site, due to the fact that the fuel is not actually stored there but is piped to the various operators, it is still, as Nikos explains, "part of an overall COMAH process". It shuts



Maintenance work at the Oil Zone in Dublin Port, ensuring this essential infrastucture continues to function.

so often," he explains. "Luckily, there is never really an issue that will take us out of service for too long, because over the years we've put in a lot of engineered solutions to keep our equipment running. We work on a redundancy plan of N + 2, so we've got two fail-over modes to our normal operation, and if something happens to the ramp, our team are trained to switch over to a back-up system rather than trying to fix the issue there and then. That's to make sure we get cargo on or off a ship. So the operator is never really delayed; it's only internally where we would understand the gravity of what's actually happening. But all of our systems have been designed and engineered to buy us time and keep everything moving, so they don't really stop, which is wonderful but it makes maintenance more challenging."

down twice yearly for three days to carry out critical maintenance work. "It's a very intensive process, and the preparation we must do before each three-day window has to be very well organised in order to be able to carry out that maintenance," Nikos states. "Obviously, we have daily routines and inspections, but the biannual shut-downs are where the big maintenance projects take place."

This year will see the start of a project to upgrade the equipment being used in the Oil Zone's Western Oil Jetty, including the marine loading arms, many of which have been in use since the late 1990s. "The life cycle of that equipment has passed," Nikos explains. "It's very difficult even to find parts for them. So we are planning a big upgrade project and part of that will be to check that the quay itself is sustainable."



The closure of Holyhead Port in December 2024 following Storm Darragh focused attention on the importance of our ports to our economy. One of the big challenges facing the Oil Zone is the balancing act between ensuring this critical supply line remains functional, while also being cognisant of the fact that demand for oil and fossil fuels in general is likely to decrease in the coming years, as more sustainable solutions are found.

THE FIREMAIN SYSTEM

The engineering department are also responsible for Dublin Port's Firemain System (aka the fire ring main), which was constructed in 2013 and commissioned in 2014 to ensure fire safety within the Port estate remains second to none. Essentially it is comprised of a 50cm diameter pipeline, which extends across approximately 7km of the Port estate, and is a critical component in the management of major emergencies, particularly for the oil, gas and bitumen companies within the Port.

The system is serviced by five main fire pumps (four duty pumps and one standby pump) including one jockey pump. The Oil Zone fire-fighting system can be used in combination with the firemain system as required and can deliver 50,000 litres per minute at 15 bar pressure. In full flow, the system could fill an Olympic sized swimming pool in 45 minutes.

THE RIGHT RESOURCES

"The Company has a genuine appreciation of the risk and what it costs to mitigate risk," Stephen explains, "so we have a good relationship with them in terms of supporting our plans to reduce risk and keep the Port operating efficiently."

Procurement is a key consideration for the team. "Because what we do is very specialised, there are not a lot of companies out there who can tender for what we need or offer alternatives, so that part can be challenging," Stephen admits.

The Engineering department are heavily involved in the creation and delivery of Masterplan 2040,

Dublin Port Company's fire pumps engage in regular overhauls to include improvements to reduce Health & Safety risks and facilitate future pump repair and removal.

E V E R S H E D S SUTHERLAND

Rising to the challenge

Pragmatic legal advice for the public sector

The increasing legal and regulatory challenges facing public bodies and utilities require innovative and commercially-focussed lawyers who have the dedication and experience necessary to navigate clients successfully through the issues.

As a leading global and Irish law practice, Eversheds Sutherland LLP is ideally placed to assist.

We advise State bodies, semi-State organisations, sector regulators as well as local and central government on all aspects of their activities and we are very proud of our long-standing association with Dublin Port.

Our cost-effective, efficiently delivered service is led by experienced lawyers in areas such as procurement, financial services, environmental and planning law, health and safety, dispute resolution, real estate, commercial, construction, banking and corporate law.

We look forward to working with you.

Peter Curran

Partner +353 1 6644 990 petercurran@eversheds-sutherland.ie

Pamela O'Neill

Partner, Head of Dispute Resolution & Litigation +353 1 6644 241 pamelaoneill@eversheds-sutherland.ie



Ireland's largest and most established global law firm

eversheds-sutherland.ie



Up to 400 ships each year use the Oil Zone via its two main jetties.

particularly the three major capital investment projects - Alexander Basin Redevelopment (ABR), Masterplan 2 (MP2) and the third and final part of the Masterplan, 3FM – from preliminary design to on-site construction, commissioning procedures, handovers and documentation.

"We would have involvement in various projects at different stages of the project's life cycle," Liam notes. "And most of the time, port operations have to remain open and running while all these major projects are being carried out, which is unparalleled in most business spheres."

The continued growth of the Port, with Masterplan 2040 projecting that Dublin Port will need capacity for an annual throughput of 70 million tonnes per annum by 2040, means that life will get even busier for the Port's engineers.

"Growing throughput will have a knock-on effect on maintenance, at the end of the day," Liam explains. "Obviously, we also have some ageing assets, which means that obsolescence becomes an issue, when you can't get spare parts for machinery, so that adds an extra layer of complexity. So as the Port expands and throughput expands, with the addition of Berth 53, for example, there will be new processes and procedures to maintain that going forward. For every new piece of technology, there has to be training in both how it operates and how to maintain it when failure occurs."

Stephen argues that we should be talking about capacity rather than throughput as a metric for maintenance programmes: "If we have the capacity to get the throughput, we still have to maintain the assets we have,

to ensure they are fit for purpose and in good condition; regardless of whether we have 100,000 or 10,000 tonnes coming through here, our job doesn't change."

SUSTAINABILITY

Sustainability has become far more than simply a buzzword and is now an intrinsic element of how we live and work. Dublin Port Company prides itself on being ahead of the curve when it comes to environmental protection, and so sustainability is nothing new to the Engineering department and has been a key part of their operation for a long time.

"The area of sustainability has been on our agenda for over 10 years," Stephen explains. "Our energy management programme dates back over a decade, when Dublin Port Company joined the Sustainable Energy Authority of Ireland (SEAI) partnership programme to support energy management initiatives throughout the Port. We achieved ISO 50001 certification in 2016, and holding that that certification has implications for how we manage our energy, how we manage and operate our assets, and how we procure, making sure we're following green procurement guidelines."

The area of sustainability has grown so much in the intervening years that Dublin Port Company have taken on additional personnel dedicated to sustainability management across all areas of Port operations, including engineering.

Dublin Port Company invested in a massive green energy upgrade some years ago, which at the time saw the company installing the biggest array of solar panels in the country following a successful pilot installation



- 3FM Project
- **Dublin Port Dredging Consents**
- **Environmental Monitoring Programmes**

FOR MORE INFORMATION

Mark McConnell

ENVIRONMENT

Dr Alan Barr

Celine Daly **ROADS AND TRANSPORT** **Donal Doyle GEOTECHNICAL**

E: helena.gavin@rpsgroup.com



Helena Gavin



of 28 kWp of PV (108 panels) in 2018. "It was a very interesting project, working with ESB Networks, and it was one of the first such major projects of its kind in the country. I'm delighted that it's still working well today," Stephen reveals. "Sustainability is ingrained into everything we do."

Dublin Port Company are in the midst of a project to replace their ageing engineering motor fleet with electric vehicles, while the company has also recently completed a pilot project to test the use of HVO rather than marine diesel in their pilot boats. "The M&S team evaluated the data from the pilot boat trial and we are in the process of working out if our tugs will be next to make the switch," Stephen notes. "There are questions around availability and certifications around HVO, but it is something we are working on."

not immune. "Because of the type and the nature of equipment we are using, we are being affected a lot by the wind," Nikos admits. "We have wind restrictions and have to stop operations if the wind exceeds 35 knots. We're exposed to the weather and it is something we cannot control. Even if you can predict it, sometimes it's very hard to protect your equipment. We have an overall Dublin Port Company emergency plan and within our department and the Oil Zone, as a dedicated high risk area, we have our own internal response plan, mainly to make sure that all our people are evacuated properly and that we protect the equipment."

Nikos stresses that it's not only ensuring that you have the right equipment that ensures the Engineering department runs smoothly, but it is also the people: "I would like to give credit to our team, including the



The Oil Zone shuts down twice yearly for three days to carry out critical maintenance work.

Changes like the growing popularity of HVO could impact on the type of fuels passing through the Port in future years, so any future development must have the infrastructure to handle these new fuel types.

"We may not be importing fossil fuels in the future, but I think the Oil Zone will still exist but maybe in a different way, handling different types of fuel," Nikos contends. "We might see increases in volumes of different products like gas, HVO or other greener fuels, but I think because we are an island, demand for fuel will never stop."

THE RIGHT PEOPLE

Weather events make life more difficult for those working in the Port, and the Engineering team are

fire wardens, who are on duty 24/7, to make sure that everything runs properly and smoothly and with no problems."

He points out that the majority of employees in the Engineering department have been with the company for more than 20 years. "So we are taking about people who are committed and dedicated and have been here for a long time."

Stephen concurs: "Our guys finished work at 9pm on Christmas Eve, when the last ship was in; they were on call on Christmas Day and back in on St Stephen's Day. They work through all the bad weather, storms, pandemics and all other national emergencies, working hand in hand with the Marine function and Land Operations. The availability, skillsets, commitment and readiness of these people are the backbone of this company."

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 two different type of Pilot Cutter with speeds ranging between 20 -25 knots. All boats are fuelled by HVO. 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. One tug is available at short 15-minute notice in case of emergency.

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

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

CLdN RoRo Ltd	Marine Terminals Ltd
Stena Line	Doyle Shipping Group
Irish Ferries	Dublin Stevedores Ltd.
Dublin Ferryport Terminal	

THROUGHPUT FIGURES FOR DUBLIN PORT

While overall volumes at Dublin Port fell slightly in 2024, there was good news for unitised trade, which was up 1.2% on the previous year, driven by significant growth in LoLo units.

Overall volumes at Dublin Port fell by 1.2% to 35.2 million gross tonnes* in 2023, down from 35.6 million gross tonnes in 2023, according to full year trade figures for 2024.

Imports were up by 1% to 21.9 million tonnes, with exports decreasing by 4.7% to 13.27 million tonnes.

Total containerised tonnes stood at 28.8 million (no change on 2023). Holyhead Port was closed from December 7 due to damage caused by Storm Daragh and the impact of this was approximately 0.33 million tonnes.

Gross tonnage by Ro-Ro fell from 21.5 million tonnes to 20.7 million tonnes (down 3.6%), but Lo-Lo's gross tonnage increased by 10.2% from 7.3 million tonnes to 8.1 million tonnes.

In terms of units handled , overall volumes were up by 1.2% to 1.43 million units, with Lo-Lo units up 10.5% to 0.49 million, while Ro-Ro units were down by 2% to 0.94

* 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.

million. Lo-Lo freight TEUs grew by 11.2% to 0.89 million. Trade vehicles were down by 5.4% to 107,095.

Build liquid was down 1.6% to 4.6 million gross tonnes - bulk liquid includes both petroleum products and products such as molasses. Bulk solid fell by 16.7% to 1.68 million tonnes - bulk solid includes a range of commodities such as lead and zinc ore concentrates, animal feed, cement products, peat moss, scrap metals etc. Break bulk, 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), was up by 11.6% to 50,000 tonnes.

Tourism numbers were down in 2024, partially driven by the Holyhead closure, with passenger numbers dropping by 6% to 1.6 million, while vehicle numbers fell by 7.7% to 0.47 million. Tourist vehicles on ferries includes cars, vans, coaches and motorcycles.

Vessel numbers were down by 5.3% on 2023, at 6,845.

6845

SHIP

ARRIVALS







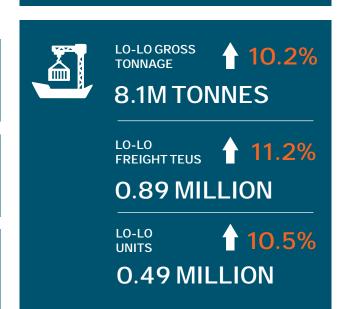


TABLE 1: GROSS TONNAGE BY IMPORT/EXPORT

'000 Gross Tonnes	2024 Q4	2023 Q4	%Var	2024 YTD	2023 YTD	%Var
Imports	5,380	5,401	(0.4)%	21,925	21,701	1.0%
Exports	3,103	3,262	(4.9)%	13,276	13,930	(4.7)%
Total	8,483	8,663	(2.1)%	35,201	35,631	(1.2)%

TABLE 2: GROSS TONNAGE BY CARGO MODE

'000 Gross Tonnes	2024 Q4	2023 Q4	%Var	2024 YTD	2023 YTD	%Var
RoRo	4,836	5,136	(5.8)%	20,745	21,514	(3.6)%
LoLo	2,031	1,842	10.3%	8,090	7,342	10.2%
Bulk Liquid	1,143	1,206	(5.2)%	4,632	4,708	(1.6)%
Bulk Solid	462	471	(1.9)%	1,684	2,022	(16.7)%
Break Bulk	11	8	37.5%	50	45	11.6%
Total	8,483	8,663	(2.1)%	35,201	35,631	(1.2)%
Unitised	6,867	6,978	(1.6)%	28,835	28,856	(0.1)%
Non-Unitised	1,616	1,685	(4.0)%	6,366	6,775	(6.1)%
Total	8,483	8,663	(2.1)%	35,201	35,631	(1.2)%

TABLE 3: UNITISED TRADE

Units	2024 Q4	2023 Q4	%Var	2024 YTD	2023 YTD	%Var
RoRo Units	226,072	236,571	(4.4)%	944,296	963,367	(2.0)%
LoLo Units	124,753	112,605	10.8%	489,231	442,874	10.5%
Total Units	350,825	349,176	0.5%	1,433,527	1,406,241	1.9%

TABLE 4: LO-LO FREIGHT

TEUs	2024 Q4	2023 Q4	%Var	2024 YTD	2023 YTD	%Var
Lo-Lo TEUs	226,715	203,620	11.3%	885,435	795,997	11.2%

TABLE 5: TRADE VEHICLES

Units	2024 Q4	2023 Q4	%Var	2024 YTD	2023 YTD	%Var
Trade Vehicles	26,395	24,169	9.2%	107,095	113,164	(5.4)%

TABLE 6: TOURISM

Units	2024 Q4	2023 Q4	%Var	2024 YTD	2023 YTD	%Var
Passengers	253,821	318,767	(20.4)%	1,639,350	1,743,565	(6.0)%
Vehicles	73,338	92,110	(20.4)%	465,771	504,716	(7.7)%

CLdN: the leading provider of freight services between Dublin, GB and continental Europe.

More than 30 sailings a week to and from: Heysham \(\mathhat{+}\), Liverpool \(\mathhat{+}\), Rotterdam \(\mathbb{-}\), Santander 💿 and Zeebrugge 🅕

Transshipment options and multimodal connections through Europe

CLdN Dublin Office

+ 353 196 350 10

Bookings

Ireland-Continental Europe services +352 264 466 266 Ireland-GB services | +353 18 23 04 92

roro.freightireland.lux@cldn.com roro.salesireland@cldn.com





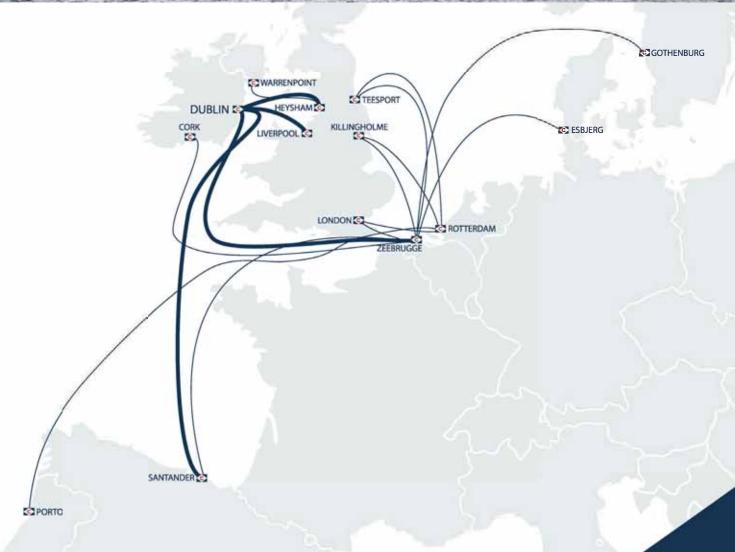


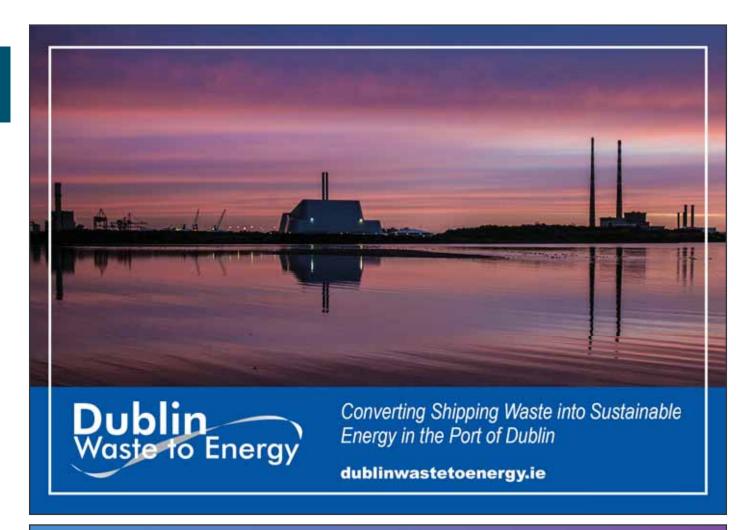


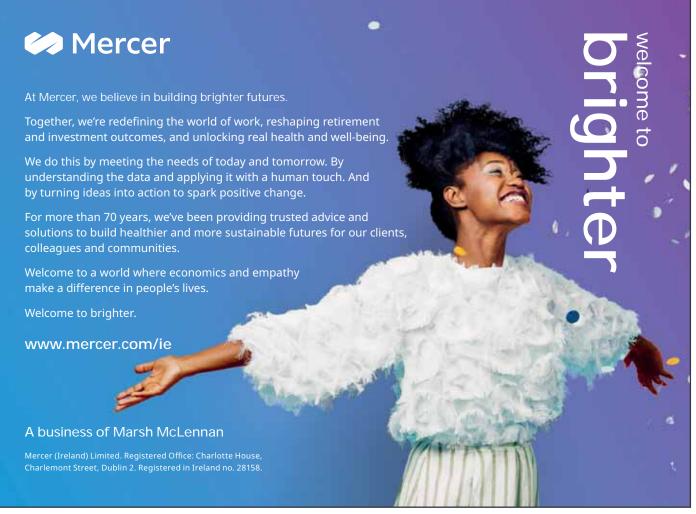


















THE HARDWORKING HEART OF DUBLIN



September 2024 saw the opening of the Dublin Port Tolka Estuary Greenway, a new shared cycling and pedestrian route offering the public never-before-seen views across Dublin Bay.

Developed by Dublin Port Company, the Tolka Estuary Greenway joins EastPoint Business Park to the Ferry Terminals and runs along the perimeter of northern port lands reclaimed from the sea in the 1970s. It also forms part of Fáilte Ireland's Dublin Coastal Trail, which runs from Skerries in the north to Killiney in the south.

"This has been the project that keeps on giving in terms of positivity," says Jim Kelleher, Head of Special Projects with the Port Heritage Team. "The reaction to the opening of the Tolka Estuary Greenway has been extraordinary."

The biggest indicator of the success of the Tolka Estuary Greenway is revealed in the numbers of people making use of it.

"We wanted to make sure that we could capture visitor numbers for the Greenway and that we could differentiate between cyclists and pedestrians," Jim explains. "One of our subcontractors came up with a technical solution via our camera network and so we are getting accurate figures every month."

September saw 5,000 visitors to the Greenway per week, split between cyclists and pedestrians. While those numbers dropped in December to around 3,500 users, they rose to 7,000 in January and Jim expects that as the weather improves and the evenings lengthen, they will start to grow even further. "We're looking forward to seeing what the numbers are during spring and summer," Jim smiles.

The Tolka Estuary Greenway opened following a "very successful" construction project lasting 15 months. Jim lauds the co-operation between Dublin Port Company's Project Management Office, Port Heritage & Special Projects and Wills Brothers, the main contractors on-site, paying particular tribute to project manager Seán Reilly "who really became as invested in it as the sponsors".

"The beauty about the design of this is that we got the right mix of teams involved in its creation," Jim says. "It wasn't just engineering-led, it was also architecture-led in terms of design, which always had the end users in mind. This wasn't designed as a cycle track but a linear public realm, befitting a civic space."

The first stage of the Greenway covers 2.2 kilometres, stretching from the eastern end of EastPoint Business Park to a point just to the north of Terminals 1 and 2 in Dublin Port. The route can also be accessed from the





Ferry Terminals via the Terminal 2 building operated by Stena Line, in close proximity to the Terminal 1 building operated by Irish Ferries and Isle of Man Ferries.

Setting off from the EastPoint entrance, users of the Dublin Port Tolka Estuary Greenway travel through a woodland corridor. The expanse of the Bay opens up to cyclists at the first of the Greenway's three Discovery Points. These observation platforms reveal breathtaking views across Dublin Bay that have never been accessible to the public before.

A collection of mature Pine, Willow and Sycamore trees are preserved along the route, which alongside additional planting of over 200 large trees and over

5,000 smaller woodland trees and native wildflowers, have created new shelter and nesting sites for birdlife, pollinators, and other insects.

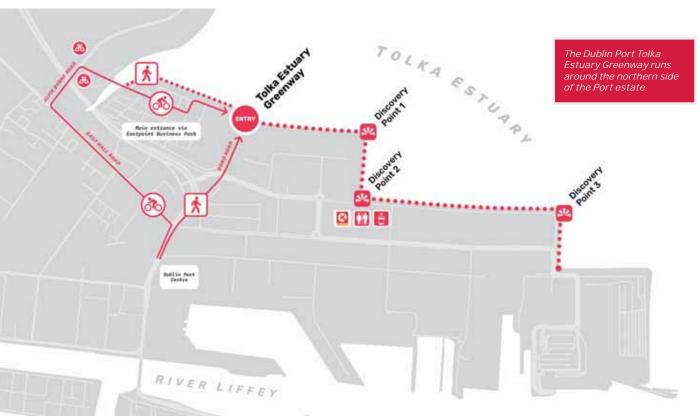
Interpretive panels at the three Discovery Points provide context to the heritage and history of Dublin as a port city. Seating at the Greenway's Discovery Points reuses granite from the Alexandra Basin dating back to the 19th century. These granite pieces were recovered under the first phase of Dublin Port's Masterplan 2040.

The first Discovery Point faces out toward Clontarf, where Brian Boru fought the momentous 1014 Battle of Clontarf and defeated the Viking and Leinster armies. "To be honest, we were spoiled for choice in terms of themes, from the Battle of Clontarf to Daniel O'Connell's 'monster meeting' and right up to defending the port during World War II – 'the Emergency'," Jim reveals. "There was so much history there that we had to filter it down, to just tell a few of the key stories and the key dates."

Heading south towards Promenade Road, visitors to the second Discovery Point can look out over Dublin Bay, where over 300 recorded shipwrecks lie beneath the waves, waiting to be discovered. Panels at this point offer insight into the toil and characteristic humour of the dockers, just a stone's throw from the shipyards where they worked and where a busy hub of economic activity thrives today.

Continuing down Promenade Road to Discovery Point 3, visitors can catch a glimpse of the hardworking heart of the Port, as ships arrive and depart, and take in a 270-degree view of Dublin Bay out to the Irish Sea.

"Because you're in such close proximity to the Estuary and tidal and weather conditions change so much, on any given day you can have a different view and











EXPERTISE IN

CIVIL ENGINEERING

- ◆ Offices across Ireland Cavan Dublin Foxford Limerick
- **(3)** +353 (0)94 925 6221
- info@willsbros.com
- www.willsbros.com

- DELIVERING INFRASTRUCTURE. ENRICHING COMMUNITIES.
- FROM DUBLIN PORT'S BUSTLING MARINE INFRASTRUCTURE TO STATE-OF-THE-ART DATA CENTRES, RAIL, ROADS, PHARMACEUTICAL, AND ENERGY INDUSTRIES
- IRELAND'S
 INFRASTRUCTURE NEEDS

a different experience," Jim states. "Unless you have worked in the Port, you have never had access to this view before, with proximity to the Biosphere, which showcases Dublin Bay in all its richness and beauty."

Stage 2 of the Greenway will extend access down to the Port's easternmost point: "It's a very prominent endpoint, with views across Dublin Bay to the north and you can see the Poolbeg Lighthouse to the south," Jim explains, revealing that this stage of the project is currently approaching detailed design phase and the expected completion on site date is July 2026.

Similar to the first stage, there are lots of preparatory works that must take place, including reinforcing the rock armour along that stretch of coast, especially at the end point. "That has to be protected to enable all the rest of the work on the land-side, including the Greenway," Jim reveals. "The precedent has been set for the Greenway standard that we want, so the next phase will be of equal quality, delivering usability for pedestrians and cyclists down to a very advantageous viewing point with spectacular views. How we do that is subject to detailed design and tender."

The third and final section of the Greenway is part of the MP2 Project, and will extend south alongside the current Alexandra Road Extension, ending close to Berth 53, which is currently under construction as part of MP2, with the creation of a linear 'Port Park'.

CONNECTING DUBLIN PORT TO THE WORLD

Eventually, the Greenway will connect with the Liffey Tolka Project, which will link it with the Docklands, the campshires and East Wall Road. "The Liffey Tolka Project is out to tender at the moment and we're hoping to see board approval for that around April," Jim reveals. "That will be a transformative project, whose evolution is the culmination of long-term engagement with some of the DPC's most important stakeholders, like Dublin City Council, Transport Infrastructure Ireland, the National Transport Authority and the local community. It's the connectivity between our Masterplan projects, which links ABR with MP2 and eventually with the 3FM Project on the south side of the Liffey."

The Dublin Port Tolka Estuary Greenway is also a certified section of the 'Eurovelo 2 Capitals Route', a network of long-distance cycling routes developed by the European Cyclists' Federation (https://en.eurovelo.com/). This 5,000 kilometre route spans seven countries, six capital cities and two European seas. To the west, the Greenway will link the Port to Athlone via the Royal Canal and Clontarf Greenways in Q2 2025, when works are completed on Phase 3 of the Royal Canal Greenway.

BUILDING THE GREENWAY

An integral part of Dublin Port's Masterplan, first published in 2012, is the delivery of Port-City integration. The Greenway development along the northern perimeter of the Port Estate is a key project delivering on this objective. In 2021, design began for the new Greenway under the direction of the Dublin

Port Capital Projects Team and ably supported by specialist consultants ROD Consulting Engineers, Darmody Architecture and Austen Associates Landscapes. Following an extensive design phase, including local community and key stakeholder engagement, works began in summer 2023 following the appointment of Wills Bros Ltd. Over the following 15 months, the project team worked tirelessly to deliver the vision and quality standards expected for this prestigious project.

Delivering projects like the Tolka Estuary Greenway and the Liffey Tolka Project are not only key elements of Port-City integration but are also invaluable in terms of building confidence both within stakeholders and the general public that Dublin Port Company delivers on its promises.

"We are engaging in a study at the moment to measure the non financial benefits in monetary terms of what these projects mean to Dublin Port," Jim reveals. "We are running a social value cost benefit analysis so that we can attempt to quantify this value. It's quite a specialism, involving a multi-criteria analysis that takes into account things like car journeys not undertaken, the health benefit to the state, the carbon



Ruby Richardson, from Cabinteely, Co. Dublin, pictured here with her trusty companions Amber and Toby as they get set to discover the new Dublin Port Tolka Estuary Greenway, alongside Barry O'Connell, Chief Executive of Dublin Port Company, and James Lawless TD, then Minister of State at the Department of Transport.



At Roughan & O'Donovan, we specialise in maximising the performance and resilience of transport networks.

We recognise the importance of developing solutions that build stronger connections between communities and the natural environment.

Together, we can transform city living.



Trusted engineering since 1974

www.rod.ie



Established Since 2000

North Quay Associates Ltd

Would like to thank all their customers, management and staff for their continued support.





North Quay Associates Ltd,
Seatruck Ferries Building, Terminal 3, Eastwall Road,
Dublin 1, D01 V6W7, Ireland.
Tel: +353-1-8558610, Mobile: +353 (0)86 6783810
Email: john.rock@nqa.ie













sequestration benefit of planting trees and all the wider benefits of people becoming more active and connecting sustainable modes of transport."

There were a number of key factors to consider in the design of the Tolka Estuary Greenway. "Every decision about the design and delivery of the Greenway was done to maximise the experience for the user, the principles of universal design being key in my design brief, while protecting the bird and animal life around the Estuary and the Port," Jim notes. "Our lighting systems were designed so there was no overspill into the Estuary, while also maximising energy efficiency. We put in SOS points along the way, so people can feel safe and secure, along with life buoys etc."

CELEBRATING THE HISTORICAL LINKS TO THE CITY

Barry O'Connell, Chief Executive of Dublin Port, described the opening of the Dublin Port Tolka Estuary Greenway as "an exciting moment" for the city: "This Greenway lets cyclists from Dublin and further afield see Dublin Bay like never before, whether they're taking the family out on a Sunday afternoon, walking the dog or cycling down to catch their ferry to Holyhead. This brilliant new amenity is a centrepiece of our Port-City Integration strategy to open up the port to the public and celebrate the rich historical links it shares with the city."

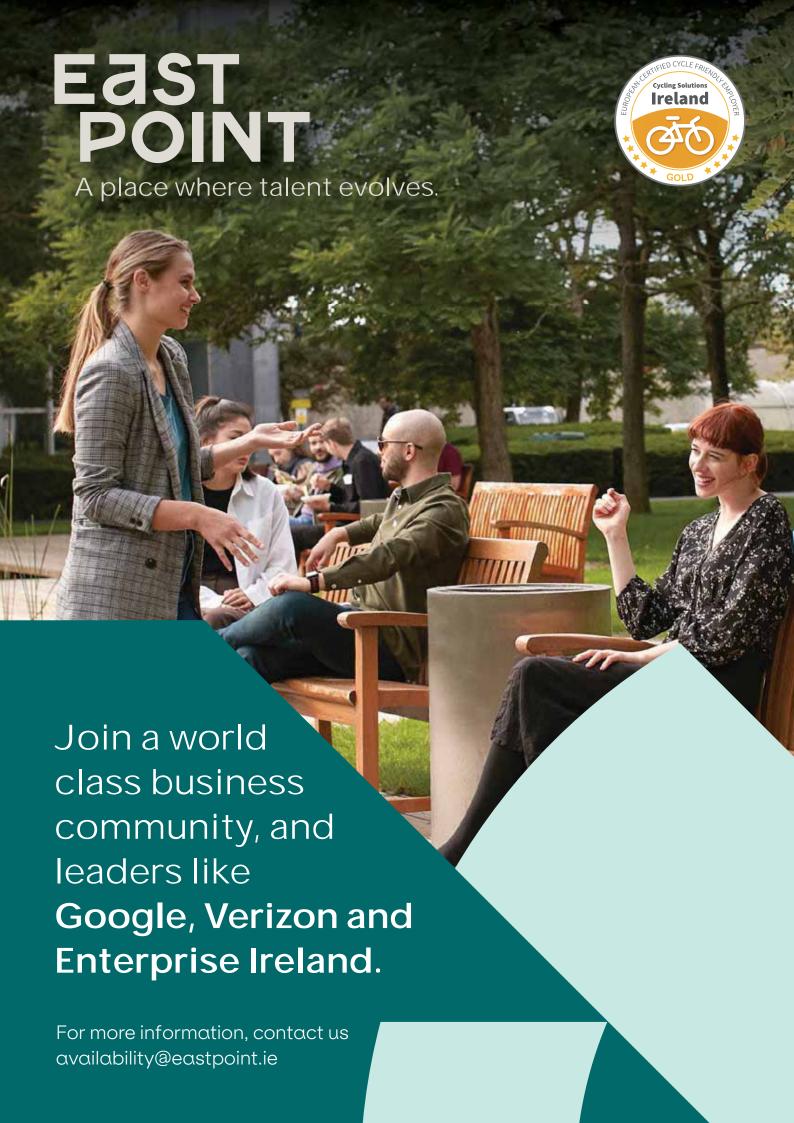
The Tolka Estuary Greenway is a part of Dublin Port's Distributed Museum network, which began with the opening of The Diving Bell on Sir John Rogerson's

Quay in 2015 and also includes The Substation, an exhibition space offering the public views of the original 18th century sea wall from which East Wall gets its name.

Launching the Dublin Port Tolka Estuary Greenway, James Lawless TD, then Minister of State at the Department of Transport, said: "The Dublin Port Tolka Estuary Greenway offers a new view of Dublin Bay, one of Ireland's two UNESCO-designated biospheres, to cyclists, walkers and adventurers of all stripes. Anything we can do to encourage cycling and other forms of sustainable transport is a net benefit for our environment.

"I want to thank Dublin Port for their commitment to this project, which creates a sustainable link to the Ferry Terminals, preserves Dublin's heritage as a Port-City and creates a brand-new amenity for future generations to enjoy."

Liz Halpin, Head of Dublin at Fáilte Ireland, said: "Dublin Port serves as a vital gateway for visitors to both Dublin and the entire country and the new Greenway offers an exciting way for visitors to experience Dublin's coastline on foot or by bike. It will be a fantastic addition to the Dublin Coastal Trail, which showcases the wealth of activities and experiences along Dublin's coast to help encourage visitors to stay longer and have more immersive and meaningful experiences. The opportunity to link the stories of the Port and associated heritage also provides a significant platform for new experience development, leveraging Dublin's unique maritime past for visitors."





TRANSFORMING PORT CENTRE

Dublin Port Company's headquarters at Port Centre is set to undergo a major make-over, with the company relocating to East Point Business Park for a period of two years.

Dublin Port Company's headquarters at Port Centre is about to get a significant refurbishment, with a huge refit project taking the 44-year-old building into the 21st century.

The original design for Port Centre, which was opened back in 1981, was carried out by renowned architects Scott Tallon Walker, and the same firm has been commissioned to handle the redesign/refurbishment.

"We wanted that continuity," explains Tom McNiff, Commercial, Dublin Port Company. "Scott Tallon Walker did such a good job on the original design, and we didn't want to make wholesale changes, so it felt like the perfect fit to have them involved again." The Port Centre building was "ahead of its time", admits Tom. Remarkably, the original project architect, Conor Dwyer, arranged to have himself lifted in the bucket of a crane so he could see the exact elevation that each of the building's six floors would need, in order to maximise the impact of its view. The results are a testimony to his dedication. The new-look Port Centre is making a raft of changes to the old building, but most of them will not be visible from outside.

"When you look at the building from afar, the only real difference you'll see in the new building compared to the current one is at the top of the building," Tom explains. "The 5th floor at the moment is made up of concrete louvres and behind them is solid blockwork and concrete. It's currently used for storage as it's not

suitable for office use. But we are taking the roof off, raising the height of the fifth floor so it can be used for offices, and installing a new roof garden with a planted area, all framed within a glazed balustrade.

"We are putting a new lighting scheme in place to accentuate and highlight the building," Tom reveals.

Harbour Operations will return to Port Centre to be installed on the new fifth floor, with a clear view out over the Port.

IMPROVED ENERGY EFFICIENCY

The existing windows and frames will be replaced with solid glass panels, with a new frame added to the exterior of the glazing. "When you look from distance, the elevations will look similar to the original design, so keeping with the integrity of the original building design, but the new building will have far more glass and less frame," Tom explains. "The more frame you have, the more chance of cold bridging you get, and the less energy efficient your building becomes. So from an energy efficiency point of view, one big sheet of glass is far more efficient."

Sustainability plays a massive role in terms of every project within the Port. Dublin Port Company has acknowledged the important role it plays in the delivery of both climate mitigation and adaptation measures. This is set out in the Climate Action and Low Carbon Development (Amendment) Act 2021, which also frames Ireland's legally binding climate ambition, to delivering a reduction in greenhouse gas emissions of 51% by 2030.

The 44-year-old Port Centre building is not the most energy efficient by current standards. "It's very energy inefficient," admits Tom. "It's very warm in the summer and cold in the winter. Along with the replacement of the external façade and upgrade in roof and insulation, we are taking out the old heating system completely and replacing it with a very modern and efficient system, including air-to-heat pumps, solar PV panels in the car park, and a water harvesting system. We are aiming to achieve LEED Platinum certification





for energy efficiency, which is a very high standard. Comparing the new Port Centre building to the old building will be like comparing night and day in terms of energy efficiency and in terms of user comfort."

A NEW TEMPORARY HOME

The refurbishment project will take two years to complete, during which time the staff from Port Centre will decamp to a new temporary home in East Point Business Park.

"We will move out over St Patrick's Day of 2025," Tom explains. "The soft strip then begins in early April, which will run right up to early July, and the main contractor will hopefully be on site by July of this year, with a view to completing the project by early 2027. We are looking to move back into Port Centre in Q2 2027."

The revamped Port Centre building will be vastly different from the building of today. The canteen is moving from its current location behind reception on the ground floor to the lower ground floor, which will also house a gym, as well as some Harbour Operations facilities, and common showers and locker rooms for both DPC staff and tenants.

The reception area will remain in the same geographical space on the east side of the ground floor, but it will also have new mezzanine floor with two large meeting

rooms, with a feature staircase linking the reception area down to the canteen and up to the new mezzanine floor.

The scheme has been designed, like the original 1976 brief, to include space for tenant companies. It is envisaged that Port-related tenants will occupy the first and second floors, with Dublin Port Company staff taking up the areas on the ground, lower ground and the third, fourth and new fifth floor.

Tom reveals that the original drawings for Port Centre were recently rediscovered within the Port. "We found the original plan layouts for each floor, with the desk layouts," he says. "Some people thought that the new-look Port Centre would have more desks, but the layout

of the original office has far more desks than we are going to put back into Port Centre."

FEASIBILITY STUDY

The refurbishment of Port Centre has been discussed many times over recent years, but the current plan began to take shape towards the end of 2023. A feasibility study examined the various options available, including leaving Port Centre altogether and leasing offices elsewhere in the vicinity of the Port or gradually refurbishing the existing building floor-by-floor, with tenants and DPC staff remaining *in situ* during the works.

"The feasibility study examined all our options and we decided that moving out of Port Centre while the refurbishment work takes place was the right move for us for a variety of reasons," Tom states. "We then got board approval and were able to push ahead on final design, with our planning application lodging at the end of August 2024."

Having engaged with Dublin City Council from a very early stage, the project received planning permission without any hiccoughs, and went out to tender in early 2025 for the 'soft strip' part of the process, clearing out the existing interior of the building.

The move to East Point was the best in terms of linking IT systems, as connecting the fibre systems from the start of Dublin Port Company's new Greenway to East Point means that they only need to add another 100 metres of fibre cabling.

Moving the entire IT system over to its temporary home at East Point is a major challenge, but one which has already begun. "We have constructed a new Comm's room in M&S Buildings, while also relocating some of the IT for the traffic control systems, including the vital VTS (Vessel Tracking System), which has already been relocated to a temporary home in the M&S Building, and the rest of the IT is migrating in stages," Tom states.



"Our Comm's room has been built but we have to ensure that there is no interruption in IT for essential functions like VTS. If the VTS system goes down, we can't bring ships in or out of the Port, so getting that right is vital."

Dublin Port Company's new temporary home is also very close to the start of the Tolka Estuary Greenway, meaning that staff can avail of the new canteen in the Maintenance & Service area via a short walk from East Point. It will also provide ample parking space for DPC staff. "It might be a case of keeping a certain amount of floating car spaces, as we have a hybrid working model where people spend some days working from home and some in the office, so they might need to manage who uses the spaces on certain days but there is plenty of parking available," Tom says.

There is some uncertainty amongst staff about the move, Tom admits, particularly those who have been with the company for a long time and have known no other workplace, but he is confident that both their temporary home in East Point and, particularly, the revitalised Port Centre will be worth all the effort.



"There are much more expensive capital projects happening as part of Masterplan 2040 but a lot of that work won't actually be seen, whereas this is creating a new home for Dublin Port Company," Tom concludes. "It's a massive undertaking. It's very exciting, though, because it will bring huge improvements for people working here; it will be much more comfortable and indeed more fun for them to work in a modern office building."

The completed project will meet all DPC's sustainability targets for the project and will mean that Dublin Port's most important asset, its people, will remain at home in Dublin Port Centre for the next 44 years and beyond.











PortPlus+

By Peel Ports Group

Solutions at every touchpoint

Store safely store and protect your good with flexible on-site warehousing space and on-demand capacity.

Process let out experts take control of your cargo, with addedvalue handling and processing solutions.

Move end-to-end cargo movement services, across road, rail and sea.

Develop utilise our secure port locations with cost efficient and bespoke property options.

GREEN CORRIDOR A STEP NEARER

A Green Corridor initiative, which aims to create a zero-emission shipping route between Dublin and Holyhead, is a step closer to becoming a reality thanks to grant aid from the International Green Corridor Fund.

The Green Corridor initiative, a collaboration between the ports of Dublin and Holyhead with leading ferry operators, Irish Ferries and Stena Line, and supported by the environmental consultancy Ricardo, Maynooth University and EDF, is now a step closer, having received €143,621 in grant funding in 2024 from the International Green Corridor Fund towards the total project investment.

A green shipping corridor is a route between two or more ports upon which a zero-emission vessel operates. Reducing emissions along green corridors helps accelerate global maritime decarbonisation. The grant from the International Green Corridor Fund is being used to fund a study into how best to proceed with the decarbonisation of this critical trade artery.

'Greening the Irish Sea – The Central Corridor' is led by ferry operators, Irish Ferries and Stena Line, and supported by Ricardo environmental consultancy, in partnership with key stakeholders, and is designed to explore the feasibility of a green shipping corridor between Dublin Port and the Port of Holyhead. The project has secured funding from the International Green Corridor Fund, funded by the governments of Ireland and United Kingdom, delivered in partnership with Innovate UK and Ireland's Marine Institute, supported by the respective Department of Transports in UK and Ireland.

BUSIEST RO-RO ROUTE BETWEEN IRELAND AND THE UK

The Holyhead-Dublin trade route is the busiest Roll-On, Roll-Off (Ro-Ro) route between the UK and Ireland. In 2022, nearly 1.5 million people travelled this route, with over 6,000 sailings accounting for more than 74% of all ferry passenger movements between the two countries.

The ports of Dublin and Holyhead serve as key economic gateways, handling a significant volume of trade, with Dublin Port handling managing 83% of RoRo freight and 72% of ferry volumes into Ireland.

The stakeholder group, which also includes Dublin Port Company and Holyhead Port Authority, the EDF R&D team and academic partners Maynooth University, will use the funding to assess the suitability of the Holyhead-Dublin route as a green shipping corridor. Detailed assessments of existing landside and vessel infrastructure will be conducted, accompanied by economic and environmental impact analysis. The initial focus will be on vessels operated by Irish Ferries and Stena Line and the potential for e-methanol as an alternative fuel, although the feasibility of other alternative fuels will also be considered.



ADVANCING THE SUSTAINABILITY AGENDA

"We welcome this government funding and look forward to collaborating on this important project," noted Andrew Sheen, Managing Director, Irish Ferries. "Irish Ferries already has a strong focus on sustainability and has previously availed of Green Shipping Finance from the European Investment Bank to support our investment in new and existing ships to reduce emissions and improve fuel efficiency. We hope the feasibility studies for this project can be conducted quickly so that we can move forward to establish Ireland's first 'Green Corridor' and advance our own and Ireland's sustainability agenda."

Ian Davies, Head of UK Port Authorities, Stena Line, said: "We're delighted to have been awarded this funding to explore establishing the first 'Green Corridor' between Wales and Ireland in collaboration with our partners. It is one of many initiatives that Stena Line is undertaking across ships and ports in the Irish Sea to support our sustainability strategy. We are already working to future-proof our fleet across Europe by investing in new hybrid ships and have plans to convert existing ships to be able to operate on alternative fuel. This project will allow us to determine the best way forward for our vessels on this key trading route between Dublin and Holyhead, and to assess the infrastructure needs at Holyhead Port to support a fossil free shipping corridor."

ALTERNATIVE FUEL OPTIONS

Speaking about the project, Ken Rooney, Head of Engineering & Sustainability, Dublin Port Company, said: "One of the major challenges for critical infrastructure providers such as Dublin Port is the emergence of multiple possible alternative fuel options, each with different requirements in relation to land use, electricity

supply and other factors. This techno-economic study will compare e-methanol to other candidate fuels and will give us some essential insights as we plan ahead.

"This funding, along with the partnership approach, is very welcome and an important next step as we look at the alternative fuels' infrastructure needed to reach net zero," Ken continued.

Outputs will include:

- assessments of potential low-carbon energy pathways;
- a detailed exploration of the regulatory and policy measures that could support the green shipping corridor;
- a business case containing project timescales, costbenefit projections, and delivery plan.

The project will also review opportunities for local and national sustainable fuel production, and evaluate the modifications required at the ports to enable sufficient storage and bunkering. The research team will consult with engine manufacturers, operators, port authorities and alternative fuel suppliers, to contrast the viability of converting existing vessels against new builds, whilst there will also be regular engagement with maritime regulatory bodies to ensure any proposals follow international and domestic requirements.

The six-month study began in October 2024 and if established, the Green Shipping Corridor (GSC) between Holyhead and Dublin will be the first green route to operate between the UK and Ireland.



BUILD FOR THE FUTURE

Dublin Port Company's three major capital infrastructure projects are progressing in line with Masterplan 2040 and will deliver the capacity required as demand for freight services grows.



The Dublin Port Masterplan 2040 entails three major capital infrastructure projects to enable Dublin Port to grow capacity to faciliate projected volume increases, future-proofing the Port as an essential piece of national infrastructure for Ireland.

The Masterplan, which was first published in 2012 and was reviewed in 2017 and 2018, following extensive engagement with stakeholders, also outlines how Dublin Port Company (DPC) will work to better integrate the Port with the City and its people.

The three major capital projects are the Alexandra Basin Redevelopment (ABR) Project, which began back in 2015, Masterplan 2 (MP2), the largest marine construction project in Ireland which is currently underway, and finally, the 3FM Project, which is with An Bord Pleanála pending approval.

ALEXANDRA BASIN REDEVELOPMENT (ABR)

The ABR project is nearing completion. Work on the last two berths that form part of ABR, Berths 30 and 31, started last year and is expected to finish during

2025, which will mark the completion of all the berth works at the Alexander Basin Redevelopment. Following this, the last part of the project is to remove all of the dredge from the Basin and to use that dredge in the MP2 Project, which will happen over the following couple of years.

The team at Dublin Port Company are very happy with how the ABR Project has run. Given the size and scale of the project, together with the added complication that all work takes place in a busy port that must remain open during construction, it makes for a unique set of dynamics.

Indeed, the Capital Projects team describe work on massive projects of this scale as sometimes feeling like a jigsaw, where certain elements cannot be put into place until all the other parts of the jigsaw have been laid together. As the ABR Project nears completion, work is already well underway on the second major project, MP2.

MAJOR MILESTONE IN MP2 PROJECT

August 2024 saw Dublin Port Company reaching a major milestone in the MP2 Project, with the first marine piles being driven at the new Berth 53 Jetty. The overall MP2 project includes the construction of two inter-dependent berths, totalling 572 metres, Berth 52 and Berth 53, at Terminal 5 at the eastern end of the North Port. They will include double tier linkspans (where two decks of a ferry can be loaded simultaneously), as well as infrastructure for the installation of shore-side electricity supply for ships while berthed in port. The berths are designed to cater for the largest in class Ro-Ro vessels of up to 240m length, making it quicker and easier for ferry operators to pull alongside. Once complete, it will unify Dublin



Port's ferry terminals, greatly improving efficiency and customer experience for all.

Piling is the first major physical works for this project, one that has been in planning for over seven years and is the culmination of considerable hard work by the team at Dublin Port and their partners. There are over 70 staff employed directly by Wills Bros Ltd on the construction works, operating at the highest safety and environmental standards.

"Seeing the piling equipment and teams working away at Berth 53 is a clear sign of the progress we are making on the Masterplan 2040," explains Dublin Port Company CEO Barry O'Connell. "A unified ferry terminal will offer our customers, visitors and staff a much better experience, once complete. We are proud of our team's work and that of our partners for reaching this milestone and looking forward to seeing the works progress.

"Our Masterplan 2040 is designed to ensure continued capacity to deliver Ireland's key infrastructure requirements and the MP2 Project is the second core strategic project from this plan. Significantly, it includes providing infrastructure for the installation of shore-to-ship power – significantly reducing in-port emissions from berthed vessels," the CEO added.

In July 2024, the MP2 Project was awarded €73.8 million in funding from the EU's CEF (Connecting Europe Facility for Transport) programme, supporting sustainable, safe and smart transport infrastructure.

MP2 will include some of the latest available innovations for ship berthing. Considering Berth 53's location at the mouth of Dublin Bay, it is more exposed to the channel than any other berth within the Port, and will become the



first in Ireland to feature an auto-mooring solution, whereby rather than ropes, ships will be held at the berth by automated vacuum pads. Auto-mooring adds stability, eliminates the risk of injury with mooring lines, and improves sustainability by providing a safer working environment and reduced environmental impact, while also improving operational efficiency due to reduced mooring times, which will lead to the faster turnaround of ships, and Dublin Port Company believe the shipping lines will find this very helpful in their day-to-day operations.

MP2, like all three Masterplan capital projects is all about maximising the capacity of the Port. It will add two new double linkspan berths to the two already available within Dublin Port, the additional capacity vital to build resilience into the future Port operations.

The idea of 'resilience' at the Port is crucial, and was brought home with the closure of the Port of Holyhead in Wales in December 2024, following damage from Storm Darragh. This closure reinforced the fact that the wider public only seem to grasp the importance of ports as vital cogs in our national infrastructure when something goes wrong and they stop operating at peak capacity. It also served to showcase just how well Irish ports are run. Building resilience into Masterplan 2040 was and remains a priority for Dublin Port.

MP2 received a 15-year planning permission in 2020, one of the first capital projects in the country to receive such a lengthy permission to build. Given the enormous size of MP2, it will be completed in phases over the course of that time period, with a number of milestones along the way, the next of which is the completion of Berth 53.

Berth 53 piling is expected to be completed in phases by the first quarter of 2026, while the next major part of MP2 will see the infilling of the area adjacent to Terminal Road, which will help to create a unified ferry terminal. This unified ferry terminal will be operational in the early 2030s, following the major transformation of the eastern Port.

MP2 also involves infilling one of the current oil berths, the least utilised of the four available in the Port.

The Port team expects that building work will continue right up to the expiry of their 15-year planning permission, given the sheer size of this project.

Obviously, any work of this scale will impact users of the Port, including major customers. While these customers will be the ones who will benefit most from the new infrastructure, Dublin Port Company is very conscious that the works carried out will impact on their day-to-day operations. To this end, the Port engages with their customers throughout each stage of the projects, from planning through to completion, notifying them of what projects are happening and what the impact on customers is likely to be. They also encourage customer feed-back, and if the customer has a better idea how DPC might be able to manage the impact on their operation, they work together to implement the best solution.

Throughout the ABR and MP2 projects to date, collaboration with all stakeholders has been second to none, according to the team in DPC. While acknowledging that sometimes hard conversations need to take place, ultimately, these capital projects will benefit all users and are taken on for the greater good of the wider Port, a fact which is readily recognised by the Port's longstanding customers.

The MP2 Project focuses on the use of existing port lands in the north-eastern part of the Port estate. When complete, it will provide additional capacity for almost one-third of the projected increases in Dublin Port's Ro-Ro and Lo-Lo traffic to 2040.

3FM

The third and final core project to complete Masterplan 2040 is the 3FM Project. This is focused on developing additional port capacity on port owned brown-field lands on the Poolbeg Peninsula, at an estimated cost of €1.1 billion (2024 prices). Dublin Port Company submitted a planning application to An Bord Pleanála for a 15-year permission for its 3FM Project in August 2024.



CGI aerial view of the proposed 3FM development, looking southeast.



We're excited to take another step towards more sustainable mobility and want to help you do the same for your business. Email our experts today at **hvo@circlekeurope.com** to discuss how **milesBIO HVO100** can help your business become more sustainable.





The project will deliver close to 20% of port capacity required by 2040 by providing essential infrastructure and capacity for unitised cargo as demand for freight services from Continental Europe grows.

The 3FM Project includes the construction of a new bridge across the River Liffey as part of the Southern Port Access Route (SPAR), removing heavy goods vehicles (HGVs), port and commercial traffic from existing public roads leading to and from the Tom Clarke Bridge. It will also give pedestrians, cyclists and public transport users 7 kilometres of cycle and pedestrian routes for active travel across the Poolbeg Peninsula and River Liffey.

In addition, a new Maritime Village, public park and enhanced public and community amenity will be provided, all designed to improve and protect the Port's local community, natural environment and maritime heritage.

The 3FM project is the largest port infrastructure project in the company's 317-year history and one which Barry O'Connell, Chief Executive, Dublin Port Company, describes as "a powerful example of a balanced approach to sustainable planning for major infrastructure that delivers for international trade, the local community, and the Port's natural environment."

DPC's final design proposal reflects extensive public consultation and collaboration with stakeholders, including the Port's local community, customers, public representatives, State agencies, Government departments and a wide range of public bodies to balance a range of commercial, community, heritage and sustainability considerations.

"For business, the 3FM Project means essential port infrastructure that supports Ireland's export ambitions into the future," the CEO explains. "For consumers, this infrastructure will support competitive shipping routes for the goods and materials we use in everyday life, from building and health supplies to furniture and grocery.

"Our project design not only creates a more efficient port but does so in a way that enhances our community,

protects our environment and respects our heritage. For the local community and future residents, it creates new and enhanced public amenities, including a world class Maritime Village, 7km of pedestrian and cycle routes, a new public park and wildflower meadow, as well as a floodlit playing pitch for local clubs."

The planning application for this Strategic Infrastructural Development is currently with An Bord Pleanála, the result of years of consultation with stakeholders. During the consultation process, Dublin Port Company received a lot of feedback from local communities, local interest groups, politicians, local businesses etc. and took as much of that feedback on board as they could, while still remaining cognisant of their mandate, which is to provide additional capacity for future Port needs using existing Port lands. To this end, DPC are using existing brownfield sites to deliver on those needs. The team within the Port are constantly engaged in predicting throughput figures for the coming years, with a view to ensuring that Dublin Port has the capacity to facilitate those numbers, and if Dublin Port were to fall short in meeting capacity, Ireland Inc. would have a very significant problem in the very, very near term, given the amount of goods that enter and leave the country via Dublin Port.

The consultation process resulted in a number of changes to the original design, including amendments to the location and aspect of the Greenway to ensure that it had better views over the water; it also saw the relocation of one of the Lo-Lo container areas nearer to the waterside and the subsequent repurposing of that original Lo-Lo area for Ro-Ro, this coming as a direct result of feedback from the residents of Sandymount.

Dublin Port Company also engaged very closely with the variety of boat clubs who use the channel, including both Saint Patrick's and Stella Maris, to come up with a design that met all of their current and future needs. Dublin Port Company's design team and project management team liaised with the boat clubs over a two-year period to ensure that the 3FM Project's brand new Maritime Village will give them everything they need for the future.



BEAUCHAMPS PROVIDE SPECIALIST LEGAL ADVICE TO PORT COMPANIES

At Beauchamps, we understand the unique challenges that port companies face.

As your legal partner, we offer our clients tailored legal solutions that mitigate risks, ensure compliance and secure the best possible outcome in terms of cost and quality.

Maitiú and his team add real value to complex and innovative projects around port environments, helping to maintain operational flexibility while facilitating trade growth.

Talk to us today.







Get in touch: Maitiú Ó Dónaill | Partner, Commercial Real Estate T: +353 (0)1 4180600 | m.odonaill@beauchamps.ie Dublin Port Company's experience with ABR and MP2 held them in good stead when it came to the consultation process. Since they started working on the ABR Project a decade ago, Dublin Port Company have consistently shown that they deliver on the commitments they make.

The ABR Project, for example, included a commitment under the Community Gain aspect of the planning permission that Dublin Port Company would transfer its ownership of a significant and strategic portion of Bull Island to Dublin City Council to hold in perpetuity for the people of Dublin and future generations, which has been done. Under the MP2 planning permission, there is a commitment for Dublin Port Company to invest in St Joseph's National School, and 2024 saw the completion of the second major project within the school, while further funding will go towards a city farm development that Dublin City Council is working on. The 3FM Project also contains a number of community initiatives as part of Dublin Port Company's planning commitments, and the community can be confident that Dublin Port will deliver on these commitments, given how smoothly the APR and MP2 projects have ran.

"We have embraced the consultation process and taken on board the views of many stakeholders to create a plan that delivers on Dublin Port's core mandate to facilitate international trade," sums up Barry O'Connell. "It does this by maximising our current footprint to create state-of-the-art capacity for import and export trade, which is the mainstay of our economy, and which is fundamental to future economic growth.

"At the same time, the project uses construction techniques for a new container terminal facility that will enhance our environment and the biosphere, utilising open-piled structures to protect marine biodiversity and incorporating infrastructure to support the low-carbon operation of the terminal," the CEO continues. "Relocating the container freight stacking operation further away from residential areas also ensures lesser noise and visual impact."

DELIVERING FOR THE ENVIRONMENT

Environmental considerations are a massive part of any capital project undertaken by Dublin Port Company, who have always been very proactive in terms of their sustainability commitments. Every major project is guided by an Environmental Impact Assessment, with a number of binding commitments. For example, any capital project is limited in the times of year when dredging or piling can take place, in order to ensure the Port area's marine and bird life is not adversely affected.

The team at Dublin Port Company stress that they all live and work in the Port area, so it's as much in their interests as it is in everyone's interest that the best environmental standards are applied, which is an approach they carry into both major projects and day-to-day operations.

Future-proofing any work carried out is an important part of Port planning. Electrification work on the Port estate has already begun to allow the Port to offer shoreside charging for HGVs and other vehicles, and as construction takes place around the Port estate, they are making provision for future electrification needs, which will be delivered over the coming years.

Dublin Port Company are working very closely with Eirgrid as part of their 'Powering Up Dublin' project, so as and when they have an opportunity to install infrastructure to facilitate that project, they are doing it. Dublin Port Company have already laid ducting adjoining Port Centre, and will install more on other projects as they are completed, including the Liffey-Tolka Project and the redevelopment of Alexandra Road.

Work continues on the ABR and MP2 Projects throughout 2025, with Dublin Port Company hopeful of receiving planning approval for 3FM during the course of this year, as Dublin Port Company continues to deliver on Masterplan 2040.



CGI aerial overview image of proposed Maritime Village and interface with SPAR, looking north





Experts in all aspects of Track & Civil Engineering







Labour · Welding · Plant · Training Civil & Structural Engineering · Accreditation

Unit 10 Osberstown Industrial Park, Caragh Road, Naas Co. Kildare Tel: +353 (0)57 864 6067

www.gpxrail.com

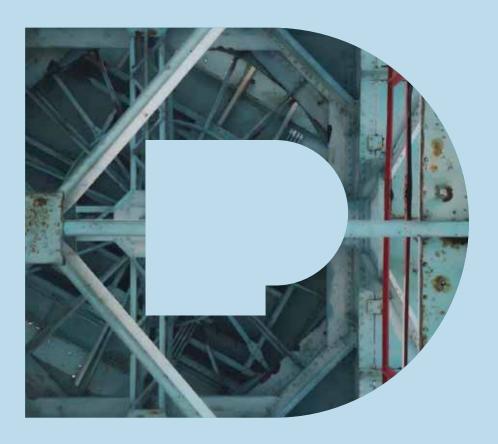
Box Clever

Intelligent engineering for exceptional container handling. liebherr.com

LIEBHERR









THE HARDWORKING HEART OF DUBLIN

DUBLIN PORT: EMBEDDED IN THE COMMUNITY

Dublin Port Company supports its neighbours via its wide community programme, which incorporates a plethora of partnerships and events throughout the communities surrounding the Port. Edel Currie, Community Engagement Manager, explains why looking after the community is so important to Dublin Port Company.



Dublin Port has been the Hardworking Heart of Dublin for over 300 years, acting as the central point of commerce with over €40 billion passing through each year.

Dublin Port has always understood that not only is the Port part of its local community, but that the community is a vital part of the Port. The two are symbiotic; the Port provides employment to more than 4,000 people, some of whom come from the local community and are the third or even fourth generation of their families to find employment at the Port.

The Port and the communities surround it are deeply intertwined, which is something that Dublin Port Company have long understood, before the idea of Corporate Social Responsibility (CSR) entered the mainstream, and Dublin Port greatly benefits from the collaboration and participation of neighbouring communities of Clontarf, East Wall, North Wall, Pearse Street, Ringsend, Irishtown and Sandymount.

Dublin Port Company support numerous social initiatives for the local neighbourhoods in education, sports, community events, arts, culture, and heritage all as part of their "hardworking heart" strategy, which reaches thousands of people annually.

FORMALISING THE CSR COMMITMENT

2012 saw a CSR advisory group established to formalise Dublin Port Company's commitment to the local community. It defined CSR as "the commitment of the Port to contribute to sustainable economic development – working with employees, the local community and society at large to improve the quality of life, in ways that are both good for the business of the Port and good for Dublin City, its citizens and visitors."

Dublin Port Company's CSR policy is explicitly targeted at local communities and focuses on three categories:

- Education as a means to improve the economic wellbeing of local people through to the generation of employment opportunities in the local economy. This includes local primary and secondary schools, the Dublin Port Company Scholarship Programme, homework clubs, junior and leaving cert grinds.
- Community events, including summer projects, seniors Christmas party, festivals, family fun days, Neurodiversity support groups, Men's sheds, women's craft groups, environmental groups, charity concerts, support for first aid equipment.
- Sport in local communities and in Dublin Bay GAA, football, rowing / water sports, kickboxing, charity rowing events.

"Those three strands – education, community and sport – remain the three pillars of our CSR policy today," Edel Currie, Community Engagement Manager, explains. "We help a number of schools, community groups and sports clubs in the surrounding areas of Clontarf, East Wall, North Wall, Pearse Street, Ringsend & Irishtown and Sandymount."



RINGSEND COLLEGE

"Throughout the year Dublin Port has provided the students of Ringsend College with multiple opportunities and initiatives.

"A highlight of this has been their support in furnishing a recreational area for students. Early in the year, Dublin Port partnered with the school to encourage students away from screen-time and increase social interaction. With this goal in mind, the recreational area was formed. It consists of pool tables, dartboards, table tennis tables and foosball tables. The initiative has been incredibly successful and has provided a positive impact to not only the students of Ringsend College but also the wider community. The area has been used to increase options for students on lunch times but also to host parent/student games nights, act as reward sessions

for hard-working classes and has been utilised by the local primary schools as a reward programme for their students.

"Students also had the opportunity to participate in Port Safety Week. This was a great way to link students with a significant part of the heritage of their community and expose them to the employment opportunities on their doorstep.

"As Ringsend College strives to increase opportunities for their students, it is wonderful to have the support of Dublin Port as it is such an important part of their community."

Jonathan Walker, Principal, Ringsend College



Indeed, Dublin Port's Masterplan 2040 is very clear on the Port's commitment to the community and has a vision for opening the Port to the city. Therefore, DPC's social impact programme is wide-ranging and comprehensive, with a commitment of 1.5% of pre-tax profits to be invested yearly in numerous sponsorships, partnerships and programmes that support these communities, and which have significant impact locally.

One of the Port's key programmes is the Third Level Scholarship Programme, which has been supported for many years (see page 84). The port also partners with the likes of Scoil Uí Chonaill, Clanna Gael Fontenoy GAA, St Patrick's CYFC, Stella Maris Football Club, St Patrick's and Stella Maris rowing clubs, community centres and youth clubs.

Dublin Port's deepest connections often sit with sports clubs across the neighbouring area. Stella Maris Football Club, with support from Dublin Port Company, have been able to upgrade their home ground (Dublin Port Stadium) to provide better facilities both home and away teams. St Patricks Rowing Club and Poolbeg Yacht & Boat Club have been supported by the Port for decades, contributing to facilities maintenance, running costs and event support, ensuring they can continue to be financially sustainable.



Edel Currie, Community Engagement Manager, Dublin Port Company (third from left), pictured with Scoil Ui Chonaill GP Aimee Clarke, camogie players Sarah Harnett, Roisin Curtin and Abbey Harnett, along with former Dublin GAA star Michael Darragh McCauley (right), former Community Sport & Wellbeing Co-ordinator, NEIC Dublin.

SCOIL UÍ CHONAILL

"The support received from Dublin Port allows Scoil Uí Chonaill GAA club promote and develop Gaelic games across male and female codes in football, hurling and camogie. This is most important in the work the club is doing in DEIS schools in the North East Inner City. The partnership between the club and Dublin Port continues to grow to the mutual benefit of both."

John Coady, Scoil Uí Chonaill

ST PATRICK'S CYFC

"We as a club are more than grateful for the wonderful support we receive from Dublin Port Company. In fact, the club could simply not survive without the help we get from the company. Anything we achieve as a club would not be possible without input from DPC. St Patricks CYFC would like to thank Dublin Port Company for all their support and we are looking forward to continuing this partnership into the future."

Patrick Healy, St Patrick's CYFC





Edel Currie, Community Engagement Manager, Dublin Port Company, pictured with representatives from St Patrick's CYFC with the new jerseys, sponsored by Dublin Port Company.

TOGETHER WE MEET YOUR CLIMATE



As an industry leader, you want to limit your environmental impact as much as possible.

A reliable partner for your waste management can contribute to this. Thanks to our focus on the circular economy, recovering valuable materials and energy from your waste, we help you achieve your sustainability goals.

Safe & circular.

INDAVER CONTRIBUTES TO YOUR CLIMATE OBJECTIVES.
IN SUSTAINABLE PARTNERSHIP
THANKS TO 35 YEARS OF KNOW-HOW AND INNOVATION.



YOUR PARTNER IN THE CIRCULAR ECONOMY

Not yet a partner? Contact us: info@indaver.ie | +353 1 697 2900 | www.indaver.com





NIRP (NEURODIVERSITY - IRISHTOWN, RINGSEND AND PEARSE STREET) & NIC (NORTH INNER CITY) - SIDE BY SIDE

"Without the support of Dublin Port Company, we wouldn't be able to provide the activities and services on a weekly basis, to run the camps each year or to look into new avenues of things for the kids to do."

Louise Weafer, Chairperson of NIRP,
(Neurodiversity - Irishtown, Ringsend and

Pearse Street), a support group for parents of neurodiverse children

"We literally wouldn't be able to do anything without the support of companies like Dublin Port Company. Even our insurance costs are nearly €600 for the year, and the summer project cost nearly €5,000."

Rachel Kane, treasurer of NIC – Side By Side, a support group for parents of neurodiverse children



CLANNA GAEL FONTENOY GAA

"Over the past 10 years, Clanna Gael Fontenoy has improved the organisation of the club through enhanced coaching, improved facilities, funded Games Development Officers and much more. We put a significant effort into outreach with local primary and post-primary 'feeder schools' in the catchment areas of Ringsend, Irishtown, Grand Canal, Sandymount, Booterstown and beyond. Clanna Gael Fontency now has 18 different schools feeding into the club. With almost 1,800 members, the club is rapidly expanding, admitting some 100 boys and girls to our academy each September. Our club is also achieving success on the field, with our adult footballers being promoted to Senior football for the first time since 1978.

"None of this progress could be achieved without the ongoing support, land, advice and sponsorship provided by Dublin Port Company. All success is shared successes for both Dublin Port Company & Clanna Gael Fontenoy and greatly appreciated by our wider membership."

Garrett Bennis, PRO, Clanna Gael Fontenoy



CREATING NEW HORIZONS





Irish Dredging has over 40 years' experience providing innovative solutions to the Irish marine construction and dredging market. Our extensive knowledge and expertise within the marine environment, combined with the support of the wider Boskalis group ensures we have the capability to undertake complex and challenging dredging or marine construction work.

boskalis.com/irishdredging

- Design, construction, and maintenance of ports and waterways
- Coastal defence
- Land reclamation
- Heavy lifting, subsea services, and marine salvage
- Detection and removal of unexploded marine ordnance.



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 portofilo 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.



View of Tolka Estuary Greenway, opened in September 2024 & designed in collaboration with TTT (Thirty Tree Trees) landscape architects & ROD Consulting Engineers

Our services include

Project Appraisal Sustainability Project Management Assigned & Design Certifier Health & Safety Conservation Consultancy Interior Design

91 Townsend Street, Dublin 2, Ireland.

353 1 672 9907 info@darmodyarchitecture.com www.darmodyarchitecture.com

The Hammond Lane Metal Company

A Member of the CLEARWAY Group

- Number 1 in Ireland for Metal Recycling
- Buyers and Exporters of all Metals
- Ferrous and Non Ferrous Processing
- Site Clearance and Demolition
- Waste Metal Collection Services
- Nationwide Network

Head Office:

Pigeon House Road, Dublin 4, Ireland Tel: (01) 667 5335, Fax: (01) 667 5345

Ringskiddy, Cork Tel: (021) 4378014, Fax: (021) 4378195

Garrycastle, Athlone Tel: (09064) 73366, Fax: (09064) 76472

East Twin Road, Belfast Harbour Estate, Belfast BT39EN Tel: (04890) 457556, Fax: (04890) 454202

Crag Avenue, Clondalkin Industrial Estate, Clondalkin, Dublin 22 Tel: (01) 4576852, Fax: (01) 4578158

> Deepwater Quay, Finisklin, Sligo Tel: (071) 9153360, Fax: (071) 9153366

> > Bonagee, Letterkenny Tel: (074) 9120717



+353 (0) 1 8473487

info@nolancoaches.ie



NOLAN COACHES

Based just 5 minutes from Dublin Airport, Nolan Coaches provides top quality Irish coach and bus hire services around the Dublin area. We also provide a complete coach hire service throughout Ireland. We have vehicles for every occasion and are committed to delivering a quality service to you. Whether seeking Dublin bus hire services or coach hire throughout Ireland, Nolan coaches have the fleet for your coach hire needs.

UNIT 18 — BLOCK 5 — PORT TUNNEL BUSINESS PARK — CLONSHAUGH — DUBLIN 17 — D17 HW65

DUBLIN PORT COMPANY SUPPORTS IT REFURBISHMENT IN NATIONAL SCHOOL

Dublin Port Company supported the €140k IT refurbishment at St Joseph's National School, East Wall, as part of the ongoing MP2 project.



Minister for Public Expenditure, National Development Plan Delivery and Reform Paschal Donohoe TD, visited St. Joseph's Co-Ed School in East Wall, Dublin 3, in September 2024, to announce the completion of a €140,000 IT refurbishment, courtesy of Dublin Port Company as part of its ongoing MP2 Project.

CLEVERTOUCH DIGITAL SCREENS

The refurbishment includes the installation of 17 Clevertouch interactive digital screens, with 75" IMPACT Max screens, across 11 classrooms and three Special Education Classrooms, and additional Clevertouch screens in the sports hall, reception and staff room.



These screens connect to each other as a network, allowing the principal to issue announcements through instant messaging. These state-of-the-art screens can be used interchangeably by any teacher across the staff. Students can also interact with the screens through their personal Chromebook laptops, which are already in use as part of day-to-day schoolwork.

Other features of Clevertouch include a free lesson-building tool called Lynx Whiteboard, as well as a 4K Ultra HD Display for clear and vivid content, and a built-in array microphone for recording lessons with sound.

DYNAMIC LEARNING ENVIRONMENT

This new technology presents a tangible way for young children to sharpen their problem-solving skills. This is more crucial than ever as the level of performance in maths among Irish students declined from 2018 to 2022, according to the OECD's programme for international student assessment (PISA).

"These new interactive screens will allow the classes of St Joseph's to learn and solve problems in an engaging and dynamic learning environment," noted Paschal Donohoe TD, Minister for Public Expenditure, National Development Plan Delivery and Reform, at the official opening. "This state-of-the-art IT upgrade will give the children additional technological skills and capabilities and will make managing the school environment and communicating with staff and pupils so much easier. St Joseph's is going from strength to strength and I thank Dublin Port Company for their continued support to the local community."

COMMUNITY BENEFITS OF MP2 PROJECT

This refurbishment is part of Dublin Port Company's MP2 Project, a strategic infrastructure development project to develop existing port lands as part of the Dublin Port Masterplan 2040. It is the second project at the school involving Dublin Port Company, following the opening of a new playground at St Joseph's in 2021, also as part of the community benefit section of the MP2 project.

"Dublin Port is a vital hub for international trade, but it has also played a key role in the development of communities," noted Barry O'Connell, Chief Executive of Dublin Port Company. "We are delighted to continue our longstanding support of St Joseph's and hope this technological upgrade should open up new opportunities for the next generation of East Wallers to make their own mark.

"East Wall has been synonymous with dock workers throughout the history of Dublin. A lot about shipping may have changed in the last century, but Dublin Port has not forgotten its ties to this wonderful community."

Maureen O'Sullivan, Chairperson of the Board of Management at St Joseph's, added: "This is a great opportunity for the students of St Joseph's to add to their love of learning through cutting-edge technology that puts the student first. We thank Dublin Port Company for their support and engagement with the community."



Jack Coffey, a sixth class student, and the sixth class teacher, Mr Keogh, are pictured with Paschal Donohoe TD, then Minister for Public Expenditure and Reform, at St Joseph's Co-Ed National School.









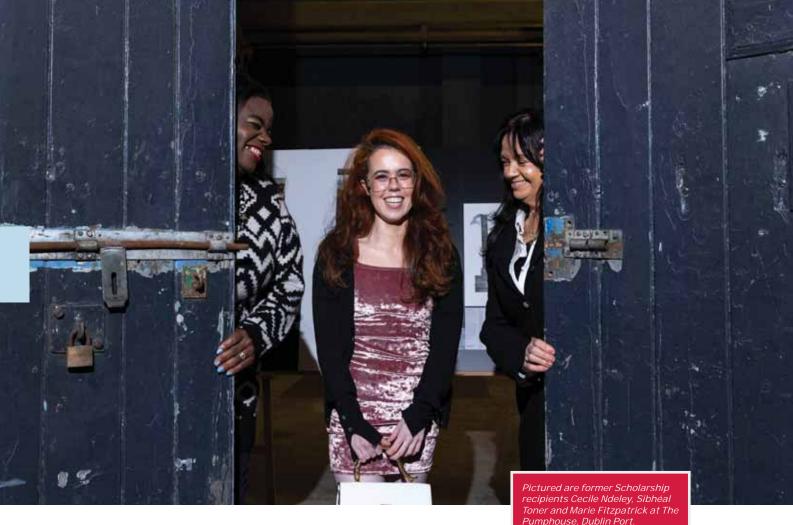


MSC IRELAND

DUBLIN Third Floor, Building 3, Cherrywood Business Park, Bray Road, Co. Dublin, D18 TF72

BELFAST Prince's Dock, 14 Clarendon Road, Belfast BT1 3BG.

CORK North Point House, North Point Business Park, New Mallow Road, Cork.



MAKING A REAL DIFFERENCE

The longest running education bursary of its kind in the Docklands area, Dublin Port Company's Scholarship Programme has helped more than 1,400 students to access third level education over the last 24 years.

Dublin Port Company's Scholarship Programme has been helping students to access third level education since 2001.

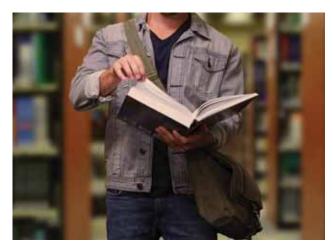
The scholarship helps up to 30 students per year and has been running since 2001, making it the longest running education bursary of its kind in the city's Docklands area. In the intervening years, over €1.4 million has been awarded to 1,400 students, including school leavers and mature learners, some of whom credit the Port's contribution as a driving factor in their success.

The Dublin Port Scholarship gives third level students from the areas surrounding the Port up to €1,000 per year for four years to help them with costs. Applicants must come from the surrounding communities and

face barriers to accessing third level education and university study.

Each year the scholarship applicants are assessed and interviewed by independent panels, made up of notable local business, education and community leaders. Some of these interviewers have also become individual mentors for these students, leading to lifelong connections and professional development.

"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. Often, we help students who are first in their family to attend third level education and university or who would not have the opportunity to do so in the first place."

CONSULTATION WITH COMMUNITY GROUPS

Dublin Port Company is hugely aware of the communities around the Port area and has fostered close relationships with those communities over the years. Indeed, the scholarship was originally established following consultation with community groups in the areas of East Wall, Ringsend, Irishtown, Pearse Street and North Wall.

"Dublin Port Company surveyed local residents and one of the main issues they had was in accessing third level education. Finance was a huge barrier to third level education for a lot of people in the Docklands communities," says Edel. "So in 2001, we set up the Dublin Port Scholarship Programme, which was the first real CSR Programme we started."

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.

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.

"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."

"Dublin Port has eased the financial pressure that would have otherwise burdened me during my studies,"

noted Kara Ní Bhriain, a current Scholarship recipient. "They've given me the motivation and help to reach my fullest potential in my course, European Studies at Trinity College."

Speaking at an event to celebrate the Scholarship's 21st anniversary in 2022, Sinn Féin President and TD for Dublin Central, Mary Lou McDonald, said: "This great initiative, this bursary, isn't just a good idea; it's a great idea. 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."

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 important springboard that started with a decision by Dublin Port Company to give back to the community 24 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."

The Scholarship Programme 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 encourages 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 have faced financial difficulties; applying for the scholarship programme is for you. Dublin Port Company are here to support all students within the Docklands communities now and into the future."



LIFE ON THE OCEAN WAVE: TALL SHIPS & SAIL TRAINING

Sail Training Ireland have helped thousands of young Irish people from all backgrounds and abilities to experience life on board a Tall Ship since 2012, with the help of Dublin Port Company.



Dublin Port Company has partnered with Sail Training Ireland for Youth Development (STIrl) since 2012 to support young people from all backgrounds and all abilities to take part in self-development training programmes on Tall Ships at sea.

In that time, thanks to the amazing support from Dublin Port Company, STIrl has helped put 3,857 young people out on voyages lasting seven to ten days, a number that rises to over 4,500 when you include day sail training voyages.

STIrl placed 24 trainees in its first year on a single voyage in 2012. This has now grown to around 500 trainees on 30 voyages every year. This has happened thanks to the support of Dublin Port Company, Dublin City Council, and the Department of Defence.



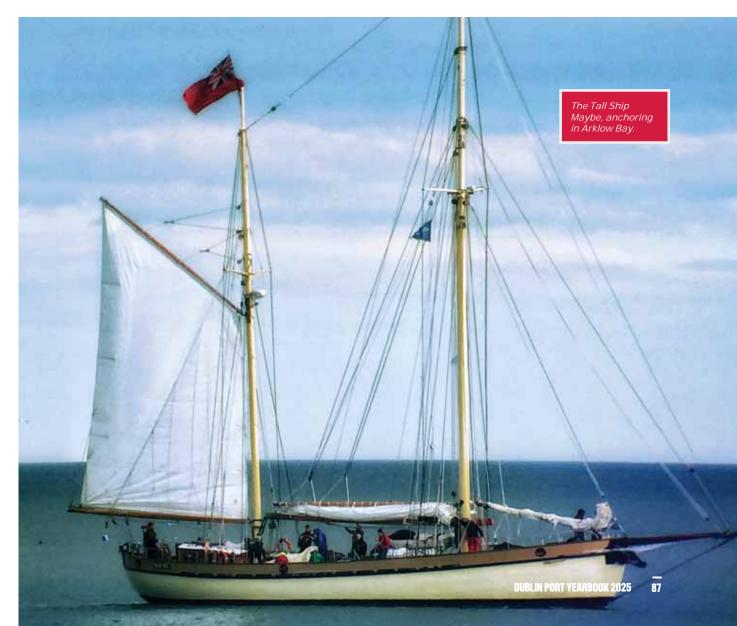
"The support of Dublin Port Company has been so much more than funding. We simply would not be here without them. Edel and Charlie have supported everything we do," admits Daragh Sheridan of STIrl.

STIrl does not own ships of its own but hires them in as required for their various projects. They work closely with up to seven ships; the Tall Ships Pelican of London, Maybe, Ilen, Leader, and Brian Boru, amongst others, can regularly be seen visiting Dublin Port on STIrl voyages.

TEACHING ESSENTIAL SKILLS

The STIrl programme teaches the sail trainees essential skills like self esteem, leadership, resilience, team building, communications, as well as giving trainees an understanding of diversity. Obviously, they also learn about sailing, the sea and the maritime sector as they become part of the crew of the ship.

STIrl have also added an exciting STEM at Sea programme to their voyages onboard TS Pelican





"While the majority of participants will just go out on a single voyage, everybody gets something out of it," reveals Daragh. "It can be something small like a boost in confidence, or something great like new friends. In some cases, it can be life changing as the young person discovers a passion for the sea and goes on to pursue that as a career."

One such person, Jacqueline (Jacko) Gorman's experience is described below. Jacko got involved through the project that STIrl runs with in North East Inner City Dublin (NEIC) and her story illustrates the impact that Dublin Port Company's support has had on young people in Dublin and beyond.

of London where the trainees learn about STEM by carrying out workshops and experiments under the leadership of the onboard scientist. This also opens up their eyes to further education opportunities and possible paths to careers at sea or in the maritime sector ashore.

INCLUSIVITY A KEY CONCERN

A key focus for STIrI is to ensure their programme remains inclusive. The programme is open to all but the charity's funding goes towards supporting those from disadvantaged backgrounds and those with a disability or additional need. STIrI aim to have at least 10% of berths for those with a disability, while this figure was 30% in 2024.



Jacko pictured onboard the Tall Ship Blue Clipper with the rest of the crew.

"LIFE AT SEA IS WHERE YOU WANT TO BE": A TRAINEE'S STORY

The NEIC (North East Inner City Dublin) project run by Sail Training Ireland with the support of the NEIC, Dublin Port Company, Dublin City Council, and the Department of Defence enabled Jacqueline (Jacko) Gorman the opportunity to embark on a voyage which turned into a truly life-changing experience.

Having been nominated by the amazing team at the Cavan Centre in the NEIC, Jacko joined the Tall Ship Maybe as part of the NEIC over-18s voyage in June of 2024. Despite the initial nerves, she quickly settled in and became very much a part of the team. As the week progressed, she became more aware of the impact sail training was having on her. As she began to think of the possibilities of a career at sea, she faced the question of 'where to next?'

Thanks to the support of the STIrl, onboard mentors and the professional crew, Jacko took her next step. She took on a role volunteering for two weeks with the Tall Ship Blue Clipper as part of their maintenance programme.

"The Blue Clipper is a three-masted gaff rig schooner," Jacko says. "I joined the boat on August 23rd, 2024. I was a bit nervous on the way to the boat because I didn't know what to expect. But once I got on the boat and met the crew, the nerves were gone. I was only meant to be on board for two weeks but that turned into six weeks."

So far, Jacko has completed four voyages with Blue Clipper, including sailing across the Bay of Biscay: "It is a whole different life out at sea. It is also very rewarding when you arrive at your destination after sailing there. I've loved every minute of being on board Blue Clipper and I can't wait to cross the Atlantic with the crew, sailing from Portimão to Tenerife and then Tenerife to Barbados. From rolling with the waves to the salt hitting you with the wind, there's not much more you can ask for.

"I would like to sincerely thank Sail Training Ireland, the NEIC, Dublin Port Company and the Cavan Centre and Kylemore CTC for giving me this opportunity and to Maybe Sailing for believing in me."





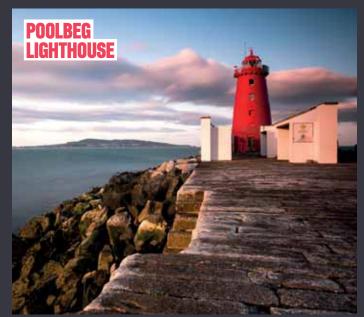


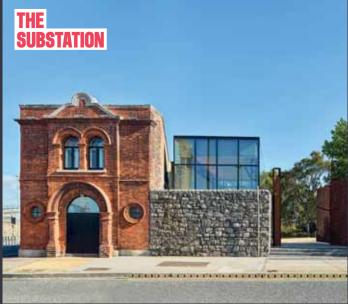


www.paddywagontours.com

34 O'Connell Street Lower, North City, Dublin 1, D01 EY17 Telephone: (+353) 1 823 0822 E-Mail: info@paddywagontours.com











DUBLIN PORT WELCOMING EXPLORERS SINCE 1707.









THE HARDWORKING HEART OF DUBLIN

A PARTNERSHIP APPROACH

Dublin Port Company continued to partner with a host of companies and organisations on important cultural projects throughout 2024.

Dublin Port Company continues to partner with a rich variety of organisations on a host of cultural, heritage and community projects, that help to contribute to the richness of the capital city's cultural life.

These collaborations are nothing new for Dublin Port Company, who have partnered with a host of different artistic venues, organisations and artists themselves over the last decade as they support Dublin's cultural life, while also breaking down barriers, physical and metaphorical, and creating very real, tangible links between the Port and the city it serves.

PORT/CITY INTEGRATION

The idea of Port/City integration is one enshrined in Masterplan 2040, which has governed all development at Dublin Port since 2012 and Dublin Port Company's 'Soft Values' initiative will celebrate its 10th birthday in 2025, which a special exhibition in The Substation over the summer months highlighting Dublin Port's cultural, community and environmental contributions over the last decade.

These projects have contributed hugely to a massive change in how the Port is perceived by both the local communities and the wider public.

"Doing the right thing doesn't really have a price tag because you can't value it at the other end," notes Lar Joye, Port Heritage Director. "How do you put a value on goodwill? However, when you lose goodwill, it can be very easy to count the cost, when suddenly, planning permissions are refused and you are then engaging more architects and redrawing plans, with the associated delays and costs. You have to take this very seriously, because if you lost trust, as a Port, it takes a generation, 25 years, to win it back."

The partnerships and collaborations which Dublin Port engages in have "huge value in terms of culture, heritage and the arts," Lar says, "as well as in helping to generate that goodwill, that positive image of the Port amongst the various stakeholders and the wider public.

"From an artistic point of view, it's allowing artists to use the space in a way I would never understand or think of," Lar admits. "From the heritage and culture perspective, we are giving the public a new way to interact with the Port and thus, a new way to view the Port." "A lot of the visual material that we used in our exhibitions had never been seen in public before, which is amazing."

- Dr Daryl Hendley Rooney, Deputy Curator, The Little Museum of Dublin.

2024 saw Dublin Port Company engage in some very important and impressive partnerships, including The Arts Council, Fishamble: The New Play Company, The Little Museum of Dublin, and Temple Bar Galleries + Studios.

THE LITTLE MUSEUM OF DUBLIN

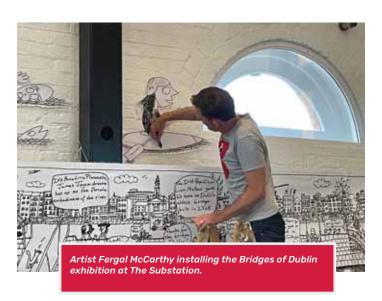
"Our collaboration with The Little Museum creates very clever, inspiring exhibitions," Lar Joye explains. Dublin Port and The Little Museum of Dublin have worked together since 2019, when they first joined forces for a short film competition called Dublin Port Shorts, and in 2024 they collaborated on two fascinating exhibitions in The Substation. 'Solidarity: Dockers of Dublin Port' told the tales of the dockers who were for generations the lifeblood of the Port, while Bridges of Dublin provided a fascinating history of the capital's bridge system.

"Dublin Port built all the bridges in Dublin up until the 1970s," explains Lar Joye, "so O'Connell Bridge, Grattan Bridge etc. all the way up to Heuston Station, were all built by Dublin Port engineers. So with the Bridges of Dublin Exhibition, the team at The Little Museum reminded us all how important the bridges of Dublin are;



you drive over them and you almost ignore the Liffey but geographically, the most dominant thing in this city is the huge river that flows through it."

Alongside the exhibition itself, The Little Museum of Dublin facilitated 10 school workshops for primary school students from the surrounding areas, including East Wall. "Over the course of the workshops, more than 250 children explored the Liffey and its bridges, creating their own ones made out of Lego materials," reveals Dr Daryl Hendley Rooney, Deputy Curator, The Little Museum of Dublin. "They were then encouraged to name their bridges after historical figures that interested them or family or friends, someone who inspired them. It was a lovely way to explore subjects such as memorialisation and commemoration in a local context."





Getting to access the historical treasure trove that is Dublin Port Archive was particularly special for the team at The Little Museum, the Deputy Curator explains: "A lot of the visual material that we used in our exhibitions had never been seen in public before, which is amazing. We love being able to access material that nobody else has touched and to be able to display it and engage with the public is just fantastic."



CGI impression of the Flour Mill project in the former Odlums building in Dublin Port.

The two exhibitions so far, with another planned for autumn 2025, help to "explore and celebrate the history and heritage of Dublin Port itself," Daryl reveals, "because people forget just how important port life is not just to the economic functionality of this city, but of the island. 80% of containerised freight comes into this country via Dublin Port. So it's the integral role of the Port into Dublin life and into Irish life that intrigues us, as well as the fact that there are so many great stories to come out of Dublin Port, and those stories have informed some of the work we've done together."

These exhibitions are a chance to allow Dublin's citizens to reconnect with their Port, according to Daryl: "It's not just about the Port being there as a silo but it's the interconnectedness with the city, which is why the Bridges of Dublin exhibition was so great, connecting the Port, the Liffey, the estuary and the bay. That exhibition helped people to really think about the sense of the ecosystem, the cityscape, and how the Port factors into that. Dublin Port Company are doing great things to really open up the Port, to get people down into the Port to think about culture, history and heritage in a new way.

"The beauty of what Dublin Port have done is that they've turned something that's very industrial, like an electrical substation, into a cultural venue. They're turning established norms on their head and making us think about things more critically and not to be too comfortable with the status quo. They are very innovative in terms of how they approach these things and I think that is why the partnership has worked so well."

THE ARTS COUNCIL

Another partnership for Dublin Port Company is with the Arts Council. The two organisations signed a Memorandum of Understanding back in August 2022, with the intention to repurpose buildings at the former Odlum's Flour Mill site at Dublin Port into an Artist Campus and Workspace. Work on the project continues.

"During 2024, the Arts Council ran a series of workshops in the old Odlums building, where they brought artists in to look at the space," Lar explains. "We have a feasibility study for what that building could be in terms of artists' studios, but the Arts Council tested that by bringing

in different groups of artists, so a theatre practitioner would see the building one way, and a visual artist might see it in a completely different way."

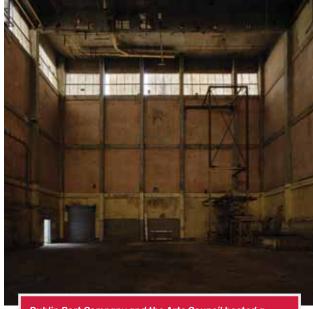
Maureen Kennelly, Director of the Arts Council, describes the reaction amongst the 90 artists and representative groups they brought into the old flour mill as "enormous". "People are just out of their skins with excitement because it's just so resonant down there, the feeling people get of the heritage of the history of Dublin and of the Port. For any artist, that's a massive energising force and they saw the potential straight-off."

She describes the potential as "a once in a lifetime opportunity" and one through which Dublin Port can "reframe the city".

She describes Dublin Port Company as being "so collaborative. They have a real love and appreciation and knowledge of the arts, which is exceptional, and that's why they made for the perfect partners. They couldn't be more supportive all along the way in terms of what we're trying to do."

Maureen believes that Dublin Port Company "have a real awareness of their public responsibility to the city and to the country to say that 'we're custodians of





Dublin Port Company and the Arts Council hosted a site visit by artists to the site of Dublin Port Company's proposed artist campus - March 2024.





this extraordinary piece of land and water and open city, and how can we actually enhance it by working with others?' I think that's inspired, that they see the potential. They're really insightful and ambitious for Dublin Port and it's lovely to meet somebody with that ambition head-on."

The potential value of the Flour Mill Quarter (the name for the plan involving the former Odlums building) has been enthusiastically welcomed throughout the artistic community.

"Dublin Port Company's long-term vision to provide a home for artist studios and production of art, with the Arts Council Ireland and Government investment, will see the most ambitious step forward in decades to embrace urgent needs of artists in our city for space to create art," said Clíodhna Shaffrey, Director of Temple Bar Gallery + Studios. "Thus, Dublin Port Company is now a major player for the arts and culture in Dublin City, a role they embrace with gusto and heart."

TEMPLE BAR GALLERY + STUDIOS

Indeed, Cliodhna Shaffrey argues that "Dublin Port Company's vital contributions to the arts and culture in Dublin City has been remarkable. As well as sponsoring the commissioning of art, they are pro-active in creating and giving physical space for presentation of exhibitions, performances and screenings. Within their lands, east of the city, they generously make buildings available for artistic programmes. Within the setting of a busy port, this is a place that ignites artistic imagination and offers unique prospects for the curation and production of art."

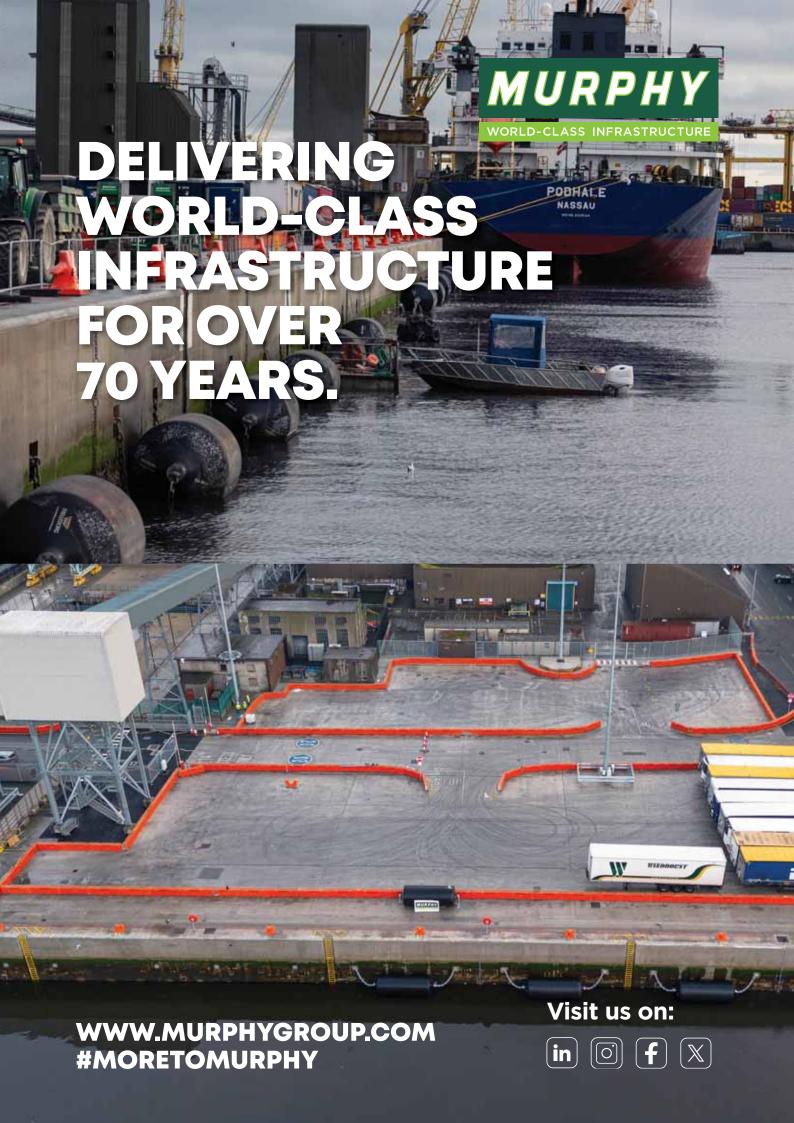
Last year, Temple Bar Gallery + Studios had a unique opportunity to partner with Dublin Port Company on 'Longest Way Round, Shortest Way Home', a programme of two solo exhibitions - Yuri Pattison's 'dream sequence' and Liliane Puthod's 'Beep Beep': "This allowed a temporary de-camping of our exhibition programme to the Port's extraordinary setting and the realisation of the artists' works to the scale of their ambition," notes Clíodhna. "Palpable was the connection to water, sea, movement, networks, journeys and the unknowable.

"The entire partnership with Dublin Port Company which enabled this, was full of positivity and commitment inclusive of financial, human and inkind support. Over the four months of 'Longest Way Round, Shortest Way Home', there was lively public engagement where visitors could connect with and encounter this exciting area through ambitious contemporary art."

FISHAMBLE

Fishamble: The New Play Company and Dublin Port Company began their partnership back in 2020, when DPC hosted the theatre company at The Pumphouse, for 'Embargo', by Deirdre Kinahan, a play about the arms embargo, whereby railway workers and dockers refused to transport weapons or British soldiers during the War of Independence.

"It became a real civic act of disobedience during that time," explains Jim Culleton, Artistic Director and CEO of Fishamble. "And so it was just amazing that Dublin Port Company and Irish Rail were as enthusiastic as we





were to use theatre and the arts to explore the history of the Port and the position and the place of the Port in in the city, both geographically and emotionally."

While 'Embargo' was initially meant to run in front of a live audience, the pandemic lockdown of 2020 meant that it had to pivot to an online show, with very little notice. "Dublin Port Company were so good adapting, adjusting and helping us through that," Jim reveals.

Two years later, Dublin Port Company and Fishamble partnered again on another play, this time set during the Civil War, called 'Outrage'. "There was a link to the Port there because one of the characters in the play was involved in bomb-making in The Pumphouse down at Dublin Port during the War of Independence, so we staged it at The Pumphouse with the support of and in partnership with Dublin Port Company."

Running the play in The Pumphouse allowed Fishamble to bring the audience on "a journey to a place that a lot of people didn't know beforehand, entering into a building that was so historical, a fact which some people only found out during the course of the play. But

it was also a place that was true and authentic and right at the centre of the action, which was really inspiring," says Jim. There were real "shivers up the spine moments when The Pumphouse was mentioned and you realise what had happened there and you're sitting right there".

When 'Outrage' proved so popular that Fishamble decided to tour it around the country in 2024, they launched the tour in Dublin Port's Substation.

Jim reveals that Arts Council funding represents about 40% of Fishamble's turnover, so the support of entities like Dublin Port Company is vital. Indeed, the Artistic Director describes it as "extraordinary to meet people like the team at Dublin Port Company, who value art and culture as a way of understanding who we are, where we've come from, where we're going, and can help to invigorate, enliven and animate that part of the city with work that that connects with people and also with the events of that time to give us a deeper understanding of the area."

"It's really inspiring that art and culture are as involved as engineering and planning when it comes to decision-making in the Port," he summarises. "It's amazing to see the plans for artists' studios in the former Odlums Mills, which displays a real genuine commitment to art and culture that benefits all of us working in the arts sector and the Port as well and everyone who uses the Port.

"The work means that people are now venturing into the campus and experiencing the Port like they never have before. It really is opening the Port up to people, making it more accessible and helping people engage in the location and the activities of the Port and the history of the Port in a way that nothing else can other than the arts."





coldstorageireland.ie

- ✓ Ambient Storage, Chilled Storage, Frozen Storage
- ✓ Blast Freezing, Chamber Freezing, Up-Tempering
- ✓ Date Coding, Order Picking, National Distribution







Dublin Port is not only the hardworking heart of the city it serves; it's also a prime location for filming for a host of films, TV shows, documentaries and photo-shoots, with crews from right across the visual media spectrum keen to utilise its unique urban landscape.

The Port also works as an ideal unit base for filming, offering a secure site with easy access to most of the city.

DUBLIN'S SECOND AIRPORT?

The location is highly sought after, as one of the most iconic areas within the capital but it has also doubled as the city's second airport on numerous occasions.

The Irish Ferries terminal has been turned into a mock airport for interior or arrival airport scenes. Two films turned T1 into very convincing airports for use in their films in recent times, with the terminal even changing their own signage to reflect flight arrivals and departures.

The baggage hall and passenger waiting areas are particularly useful for filming, with departure/arrivals boards being used to show flights rather than ferries.

Some films also used the security booths at the common user area to portray entering a secure site, while the gritty industrial areas of the Port can add some edge to their shoots. There were even night time shoots in the Port, where characters escape through fictional industrial areas.

IDEAL LOCATION FOR A UNIT BASE

Dublin Port is also one of the best locations in the city for film unit bases, as they can access centre city film shoots, coastal shoots, and port locations easily.

Unit bases are the hubs for film shoots. They consist of a small self-contained village of services, from catering trucks and washrooms to make-up and costume trucks and administration services. All they really need are secure sites, where entry and exits can be easily managed.

Films can operate within a 20km radius of their unit base, so yards at Dublin Port give films major flexibility across the city, when space is available.

In the last six months of 2024, five films and TV series were filmed across the Port estate, some on the same days, as well as several TV advertisements and drone shoots.

"AMAZING SUPPORT"

The producers who have been on-site have been effusive in their praise of the experience of working with Dublin Port Company.

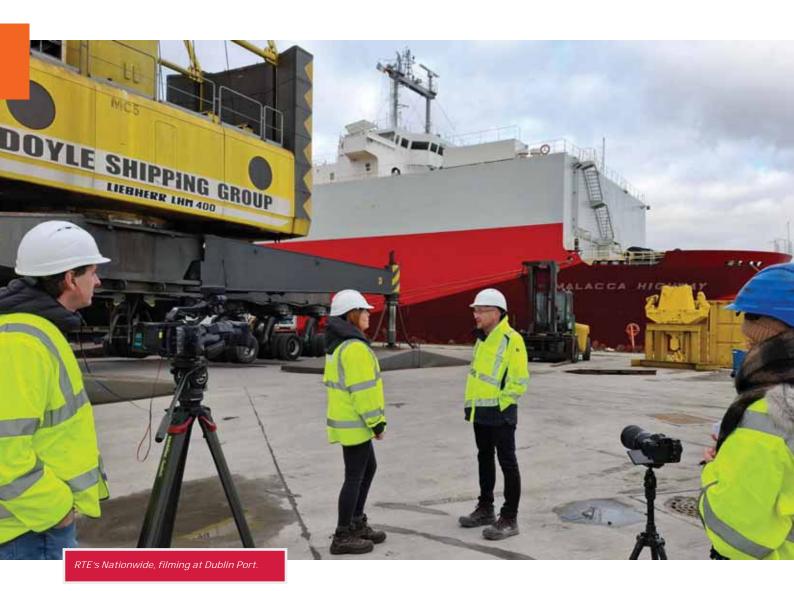


"The front-facing staff play such a crucial role in representing any organisation, and Dublin Port is very fortunate to have such fantastic staff. Your accommodating nature made what I initially thought would be a challenging location a huge success," said Location Fixer Ireland after filming some of Netflix's 'Furioza 2' in the Port estate. "Despite the challenging weather, everything went smoothly, and we are incredibly grateful to you for your assistance throughout the production."

The producer of Virgin Media's 'Night Driver' noted: "From start to finish, the team at Dublin Port was incredible to deal with. The paperwork process was

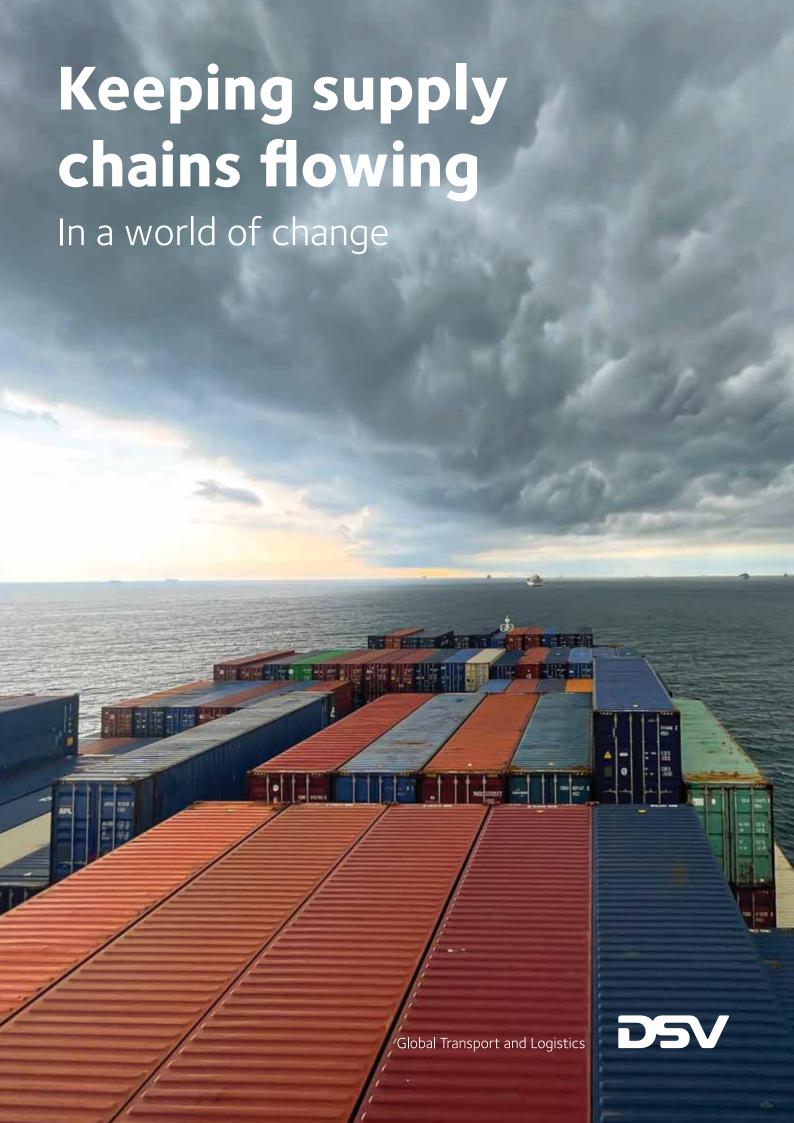
quick and efficient, their staff were professional and pleasant, and they went above and beyond to accommodate our production. Not only did they provide the necessary facilities, but they also generously offered an extra room at the Port for our cast and crew, which made our shoot significantly smoother.

"Our project involved the complex logistics of filming a car with cameras mounted and a crew working from the outside. The Dublin Port staff ensured the entire operation was both safe and well-organised. Their level of preparation and attention to detail gave us the confidence to focus on creativity, knowing everything else was handled."



INTERESTED IN FILMING AT DUBLIN PORT?

Please contact the External Affairs team at <u>filming@dublinport.ie</u> or fill out the online application on our website under Online Applications at <u>www.dublinport.ie</u>.



2024: A BUSY YEAR OF CULTURE

The Pumphouse and The Substation, two iconic venues within the Port estate, opened their doors to a host of cultural activities and events throughout 2024.



Pictured in The Substation at the 'Solidarity: The Dockers of Dublin Port' exhibition are Daithí de Róiste, then Lord Mayor of Dublin, and Barry O'Connell, Chief Executive of Dublin Port Company.

Dublin Port continued its strong relationship with the arts, culture and heritage throughout 2024, welcoming a number of groups into the Port estate to utilise the facilities for a variety of theatrical, historical, cultural and artistic pursuits.

The Pumphouse housed a major art exhibition for four months during 2024, as Temple Bar Gallery + Studios took over this incredible space, allowing two innovative artists to utilise this unique building to showcase their talent. The Substation, meanwhile, played host to a series of public events across 2024, including exhibitions, events, lectures and performances.

A VISUAL FEAST

Summer of 2024 saw Dublin Port Company welcoming Temple Bar Gallery + Studios (TBG+S) to The Pumphouse for 'Longest Way Round, Shortest Way Home', which featured two solo exhibitions running simultaneously, presenting ambitious work from two highly-accomplished artists, Yuri Pattison and Liliane Puthod.

The unique heritage of Dublin Port lends itself perfectly to the artists' considerations of geographic, economic and transport networks. Both artists use symbolism of rivers and seas, capturing how the flow of time speaks to the idea of life as a circle and the transitory nature of things, making The Pumphouse the ideal venue for TBG+S to to curate two off-site installations.

Yuri Pattison's 'dream sequence' was a site-specific installation, which included a computer-generated video, sculpture and a soundtrack arrange on a 'Disklavier' piano (self-playing). Data collected from local monitoring sites at Dublin Port manipulated and altered the aesthetic, auditory and structural elements of the work.





Lar Joye, Port Heritage Director, with artist Liliane Puthod with her late father's 1962 Renault 4, which featured in the 'Longest Way Round, Shortest Way Home' exhibitions taking place at Dublin Port Company's Pumphouse.

Liliane Puthod's 'Beep Beep' was a large-scale immersive installation which integrated personal family narratives with the social history of the Renault 4, a popular '60s car. For this exhibition, Puthod reanimated her late father's 1962 R4 from its dusty shed in her hometown of Reignier, France, and documented the journey of this 'time machine' to Ireland.

'Longest Way Round, Shortest Way Home' included an accompanying public event programme which incorporated weekly Saturday tours, as well as a summer school of free family and adult workshops, and special events for National Heritage Week, Culture Night, Open House Dublin, and Dublin Festival of History.

The exhibitions were made possible through The Arts Council Visual Arts Project Awards and ran from July 6 until October 27, 2024.

Lar Joye, Port Heritage Director at Dublin Port Company, describes the relationship with Temple Bar Gallery + Studios as "a close and rewarding collaboration... that has allowed us to bring these exhibitions to life."

"The Pumphouse forms part of our deep commitment to Port/City integration and exhibitions like these are part of Dublin Port Company's ongoing effort to making the Port more accessible to the general public," explained Lar. "This includes partnering with leading arts organisations such as TBG+S and ensuring that the artists they work with have an appropriate venue to display their work for the public to enjoy. That is what The Pumphouse was designed for, to work with artists and creators to see how they see and use the space. Clíodhna and her team were amazing."

Artist Liliane Puthod described Dublin Port as "a significant site" for her exhibition: "I have revived my late father's R4 and made the journey from France to Dublin as an ongoing investigation into Irish and French industrial landscapes. While this project reflects on global consumption and distribution network, I see the Port as a special place that deeply encapsulates the passing of time, movement of goods, and narratives in relation to places and individuals."

Clíodhna Shaffrey, Director of Temple Bar Gallery + Studios, noted how they were "honoured to bring

two exhibitions of scale and ambition to Dublin Port's Pumphouse landmark venue. This setting and what it resonates gives a vital aspect to both Yuri's and Liliane's work and allows people a poignant encounter with exemplary contemporary art."

"In Pumphouse 2 - an obsolete 1950's building with its muscular machinery intact - Yuri Pattison's 'dream sequence' comprised a sculptural model of a flood plain and a generative video displayed on a large LED screen, where live data capture of air pollution, light levels and more continually influenced and altered the colours and movement of the video's water and skies," Clíodhna explains. "In it, we followed the course of an imagined river from a forest stream through to an industrial wasteland at the ocean's edge, and with its melancholic score played live into the room from a computercontrolled piano, the entire encounter felt otherworldly and haunting."

Nearby, Liliane Puthod's 'Beep Beep' placed two shipping containers side by side on The Pumphouse venue's large forecourt plaza. "Set against a busy landscape of ships, monumental cranes, industrial port buildings, and an obsolete lightship, we could enter the containers and walk through a sequence of chambers embellished with handmade sculptures, neon drawings and machine-made components," Clíodhna notes. "At the centre was her father's 1962 Renault 4 - also embellished with sculptural components and a low volume sound-track of Françoise Hardy songs played from inside the car. 'Beep Beep' began in Liliane's late father's dusty shed in her hometown of Reignier, France, where she repaired and reanimated his 1962 Renault 4 (an iconic 1960's French car) and set out on a journey driving the 900 kilometres from France to Dublin. Displayed here, in this liminal setting,



'Solidarity: The Dockers of Dublin Port' celebrated the subculture of Dublin's dockers.



somewhere between a basic shed and a mysterious archaeological tomb, Lilaine's 'Beep Beep' brought visitors on a poignant journey, spirited with light and dark, and playful humour."

The Gallery Director stressed that "Dublin Port is now a desirable place for the artistic community. At a time when artists are increasingly finding it harder than ever to locate a place to create and exhibit their work in Dublin City, this partnership between DPC and TBG+S is more important than ever."

BUSY YEAR IN THE SUBSTATION

In The Substation, meanwhile, Dublin Port's newest exhibition space, which opened in late 2023, the year was bookended by two exhibitions, curated in partnership with The Little Museum of Dublin.

"It began with 'Solidarity: The Dockers of Dublin Port', an exhibition on the subculture of the dockers, which was incredible," explains Lar Joye. "And the year finished with the Bridges of Dublin exhibition, again with The Little Museum of Dublin, which had a great response. During the launch of the Bridges of Dublin, there was a real and genuine acknowledgement from attendees that Dublin Port is heavily invested in supporting

culture and the arts in Dublin, which was nice to hear back from everybody involved."

In between those two exhibitions. The Substation played host to a wealth of events and organisations, including the Five Lamps Community Festival, Heritage Week, the Dublin Festival of History, the launch of Fishamble: The New Play Company's nationwide tour for 'Outrage' (a play which they first performed in The Pumphouse

in 2022), and the Dublin Painting and Sketching Club (DPSC), who celebrated their 150th anniversary with a vibrant exhibition, 'Shorelines', at The Substation in March 2024.

"The threshold between the city and the sea has always been a fascinating subject for painters and artists, and the Dublin Painting and Sketching Club has featured some of the original visual storytellers of Dublin's life as a port city," noted Lar. "In the year of the club's 150th anniversary, it was really important for us to bring this selection of maritime-inspired works to The Substation."

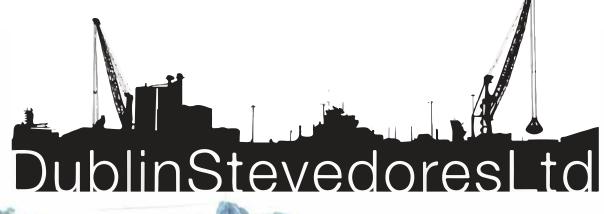
'Shorelines' chronicled the varied seascapes of Dublin, containing brand-new works from some of Ireland's most exciting and dynamic artists, who brought an immediacy to the life of the sea across paintings, etchings and sculpture.

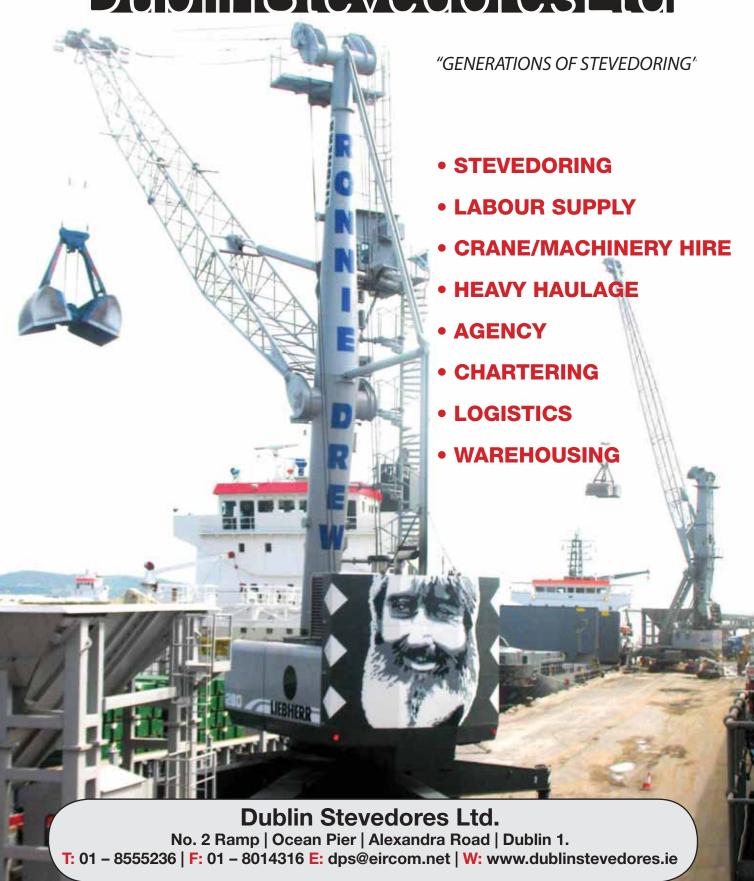
The DPSC is a co-operative of artists, which includes Nathaniel Hone, John Butler Yeats and Bram Stoker among its past members. The DPSC was founded by renowned maritime painters Dr William Booth Pearsall FRCSI and Alexander Williams RHA. An etching by Pearsall which featured in the club's 1880 exhibition is the first etching ever produced in Ireland as an original artwork. The work depicts a tall ship moored at Sir John Rogerson's Quay. In the late 19th century, members would take to the Iris, a shallow-draft yacht owned by member George Prescott, to sketch, paint and photograph along the Poolbeg Peninsula, in often perilous weather conditions. Today, the club's 80-strong membership includes some of the country's most illustrious painters, sketch artists and print makers.

The range of works on display reflect the varied perspectives and approaches the club has nurtured throughout its rich history.

Among the rich catalogue of works displayed were Kathrine Geoghegan's Bull Island Tangle, which portrays seaweeds washed in on the tide at North Bull Island.









Through vivid acryllics with oil glazes, this stunning work finds beauty in the familiar and puts a spotlight on the treasures of Dublin Bay.

Sketching Club (Image: Robbie Reynolds).

Dave West's richly textured High Tide, Balbriggan Harbour struck visitors with its strong colours and refined representational approach. West's eye for detail uncovers an interplay between light, shadow and reflection across a row of boats at berth in this captivating piece painted *en plein air* at Balbriggan Harbour.

Darragh Treacy, President of the Dublin Painting and Sketching Club, described it as "an honour to celebrate the club's 150th anniversary with Shorelines in The Substation at Dublin Port. Our members have put forward a great selection of works that show a range of perspectives on all things nautical. At a time when artists are increasingly squeezed out of the city, showcases of work like these are more vital than ever."

"The Substation is a fabulous resource for the local community, which was very evident with the Five Lamps Festival and the Dublin Sketching & Painting Club," Lar sums up. "It's lovely to be able to offer the space to these people to use it for something both valuable and impactful."

The Port Heritage Director pays tribute to the hard work of archivist/curator Marta Lopez on The Substation exhibitions in particular, and to Professor Declan McGonagle, who has retired as curator of Dublin Port Company's Art & Engagement Programme, after a long and successful tenure of bringing together communities of place – close to the Port and with longstanding relationships with the story of the Port – and communities of interest, across the arts and educational sectors.

While The Pumphouse will be unavailable for a period of time, while redevelopment works on Alexandra Road take place, there is already a busy schedule of events planned for The Substation in 2025, which includes the Dublin International Film Festival, an engaging cycling exhibition celebrating the success of the recently opened Dublin Port Tolka Estuary Greenway, the Dublin Port Memory & Story Project, The Wrecks of Dublin Bay, and a special event marking a decade of Dublin Port Company's Soft Values Programme.

DISTRIBUTED MUSEUM

Both The Pumphouse and The Substation are part of Dublin Port Company's Distributed Museum, which also includes The Diving Bell on Sir John Rogerson's Quay.

"2025 marks the 10th anniversary since the Diving Bell was unveiled as Dublin smallest museum in 2015," Lar explains, with a number of events set to mark the anniversary this year.

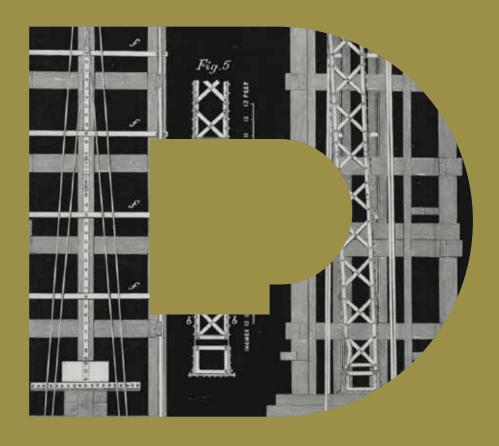
The Distributed Museum route will be connected through 5.3km of dedicated cycleway and pedestrian walkways in the Port estate and the surrounding area. The Distributed Museum is part of DPC's Port-City Integration programme to increase public access and celebrate Dublin's Port-City heritage and is proof of Dublin Port Company's "serious commitment" to the cultural and historical life of the capital, Lar stresses.

Dublin Port Company will also soon offer more tours within the Port estate. "We have a tender going out to bring in a professional tour company, who will provide walking and bus tours around the Port, allowing people in to see the Port," Lar notes. "While all the work we do is important in terms of reaching out to the community, the biggest response you get from people is when you bring them into physically into the Port and they suddenly realise it's a very complicated place. Once you bring people into the Port, they then begin to see the Port differently."



Paul Noonan from Bell X1 playing at the launch of the Bridges of Dublin exhibition in The Substation.







HARDWORKING HEART DUBLIN 0 F



DUBLIN PORT UNVEILS LAYERS IN CONSERVATION STRATEGY

Dublin Port's first ever Conservation Strategy maps the 300-year history of the Port and outlines the Port's journey to the east.

Dublin Port Company (DPC) has mapped its rich natural, industrial and cultural heritage for the first time, with the launch of its first Conservation Strategy, launched in April 2024 by then Minister of State Malcolm Noonan TD.

The ambitious document maps the layers of Dublin Port, which include findings on the floor of Dublin Bay, discoveries underground from archaeological digs and the industrial history of the built environment still

standing on the Dublin Port estate. This is the first time Dublin Port's heritage has been mapped on this scale in its 300-year history.

A key pillar of the Strategy is Port-City Integration, the framework through which all aspects of Dublin's maritime heritage, from structures as significant as the Great South Wall to the historic photographs, maps and drawings of the priceless Port Archive, can be preserved and celebrated.



This broader vision for Dublin Port as a landscape of living heritage involves promotion of a range of initiatives across cultural heritage practice, the historic built environment, architectural quality, community outreach and climate change action to ensure Dublin Port remains safe and is increasingly accessible to the public.

THE JOURNEY OF DUBLIN PORT - HERITAGE GREAT AND SMALL

Dublin Port's rich history is interwoven with incredible engineering feats that have profoundly shaped the development of our capital city, via pioneering Port Engineers like John Halpin and Bindon Bloody Stoney, who faced technical challenges with limited resources but massive ingenuity and innovation.

Grand infrastructural designs were transformed into reality by the tireless efforts of generations of Dubliners, like those who ventured out in adverse weather to lay the foundations of the Great South Wall, an iconic city landmark enjoyed by all today.

Once, Dublin Port was very much part and parcel of everyday life in the city, as ships, cargos and dockers flooded the city quays up to Essex Bridge. In recent years, Dublin Port Company have been opening up the Port through a dedicated programme of Port-City integration, a cornerstone of the Dublin Port Masterplan 2040, a comprehensive road map designed to support crucial projects aligning with sustainable development principles and positively impacting Dublin and its residents.

The Port Heritage Department has emerged as playing a pivotal role in Port-City integration, safeguarding the past while paving the way for the future. The Conservation Strategy forms "the bedrock" of Dublin Port Company's mission to safeguard heritage assets within the Port estate, aligning closely with the visionary goals outlined in Masterplan 2040, underscoring Dublin Port Company's commitment to seamlessly integrating heritage with capacity building.

Included as part of the Strategy is a mapped timeline, drawn from the Port Archive, which charts the Port's journey to the east from the 1600s to the present day. Readers can trace the establishment of the North and South Lotts and the current Dublin Port estate, which were reclaimed from the sea over centuries.

This timeline gives context to the central role port activity has played in the life of the city. Drawing on Baukultur, a

concept outlined in the Davos Declaration, it argues for a culture-centred approach to sustainably developing the built environment. Utilising this key concept, the Strategy aims to establish a vibrant landscape of industrial heritage across Dublin Port, encompassing the ordinary and the extraordinary.

The scope of the Conservation Strategy includes statutorily-protected monuments within the Port estate and those listed on the National Inventory of Architectural Heritage, like the former Odlums Flour Mills. The preservation of this varied heritage landscape can help the public reach a greater understanding of Ireland's economic, natural and social history.

UNDERGROUND AND DEEPWATER DISCOVERIES

Many of Dublin Port's heritage structures were built upon across centuries, preserving them for future study. The project team have uncovered and recorded





Dockers moving cargo into transit shed No. 1, North Wall extension c. 1950s (Source: Dublin Port Archive).

an 1826 patent slip in the Alexandra Basin. The slip was then recovered and samples of its stones taken into DPC's care.

The Strategy spotlights plans to open up heritage assets to the public, including the original Graving Dock No. 1, which currently lies below ground beside DPC's performance venue, The Pumphouse, and

Dublin Bar. Today, dredging works and breakwaters stop sand from building up along the Bar and lessening the depth of passage, which can cause deeper drafted vessels to run aground and sink.

OPENING UP THE PORT

Through cataloguing Dublin Port's heritage assets, the project team aims to contextualise Dublin Port's deep historical connections to the docklands and the wider city.

"The story of Dublin Port is one that is crucial to our economy, but also to our social history," explains Barry O'Connell, Chief Executive of Dublin Port Company. "The Conservation Strategy allows us all to come to a richer understanding of the maritime and industrial heritage beneath our feet and all around us. This can serve as a roadmap for future planners, both inside and outside the Port, to help make the area a welcoming destination for the public."

Lar Joye, Port Heritage Director at Dublin Port Company, said: "This comprehensive document highlights the diversity of the Port's built environment and the responsibility of our stewardship. At Dublin Port Company, we've already begun putting Port-City Integration into practice, with the establishment of



will be excavated as part of the Alexandra Basin Redevelopment (ABR) Project.

As the Strategy outlines, there have been over 300 recorded shipwrecks in Dublin Bay. Of these, 18 have been definitively located, the rest potentially still discoverable beneath the waves.

One shipwreck, dubbed 'Millstone Wreck' was discovered by DPC during dredging works. The ship dates back to the 18th century, and as part of the Conservation Strategy, its timbers and cargo of millstones have been studied and preserved. These slabs of Old Red Sandstone were cut from exposed bedrock at Waterford Harbour to feed the mill industry in cities along the east coast, but never reached their destination as the ship sank when it hit a storm at the

Berthing Arrangement for the Eucharistic Congress, 1932 (Source: Dublin Port Archive).

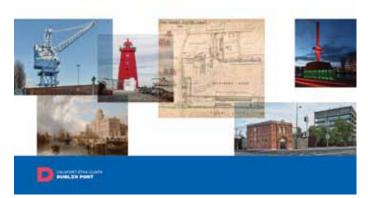
The Diving Bell Museum in 2015, the restoration of The Substation into an exhibition space in 2023, and the development of active travel routes along the Tolka Estuary for the first time for pedestrians and cyclists.

"This publication details the history and scale of the Port over the last 300 years, but it also sets out a plan for the next 10-15 years, regarding the buildings within the Port estate that are nationally recognised as worthy of protection."

This commitment to Port-City Integration is to inform DPC's Masterplan 2040, which includes the nearly complete ABR Project and the ongoing MP2 Project, as well as its third and final Masterplan Project, 3FM, which was submitted for planning in July 2024.



Dublin Port Heritage Conservation Strategy



Dublin Port Company's Conservation Strategy forms "the bedrock" of Dublin Port Company's mission to safeguard heritage assets within the Port estate, aligning closely with the goals outlined in Masterplan 2040.

The Conservation Strategy explains the significance of the Port's heritage and Dublin Port Company's commitment to preserving, interpreting and making accessible its heritage assets in the context of its responsibilities for sustainable development of the Port towards a maximum capacity of 73.8 million tonnes per annum by 2040.

The Conservation Strategy sets out 12 policies in line with AIVP and ESPO Agenda 2030 to reinforce Port-City relations and strengthen DPC's commitment to heritage safeguarding while contributing to broader sustainability goals on a global scale:

- 1. Policy for integrated management of cultural heritage within the Dublin Port areas;
- Policies for protection of Dublin Port as a Cultural (Historic Urban, Maritime, Industrial) Landscape, combined with Policies of Port-City integration – The Port City concept;
- 3. Policies relating to retention, recovery and use;
- 4. Policies which support awareness of cultural heritage, improved access and engagement;
- 5. Policies relating to intervention and development affecting significant cultural heritage;
- 6. Policies for buildings and structures of heritage significance not protected by heritage legislation;
- 7. Policies for works to buildings or structures which are of local or record only importance;
- 8. Policies relating to management plans;
- 9. Policies for sustainable development;
- Policies to address intangible cultural heritage of the Port;
- Policies that support adding to knowledge and record;
- 12. Dublin Port Heritage and Communications Policy.

LAUNCHING THE STRATEGY

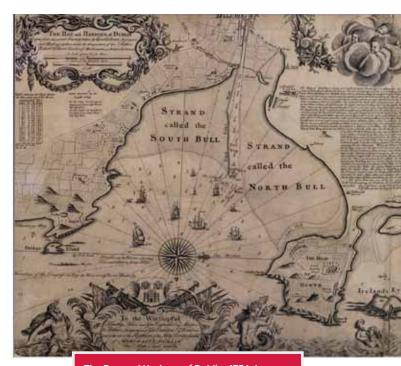
The Conservation Strategy was launched by then Minister of State for Nature, Heritage and Electoral Reform, Malcolm Noonan, TD, alongside representatives from DPC and the wider project team, which includes Shaffrey Architects, the Archaeological Diving Company (ADCO), MOLA Architecture and heritage conservation specialists Southgate Associates.

Speaking at the launch, Minister Noonan said: "Preserving and maintaining aspects of our national heritage is not a passive endeavour, and this strategy helps push forward a proactive, meaningful framework through which Dublin's heritage as a port city can be celebrated. It is great to see Dublin Port Company leading the way in this field, and there is great potential for other semi-state bodies to follow suit."

The Conservation Strategy is a guide to future action. It is intended to provide:

- Ready advice necessary for care and management, or for the preparation of detailed planning applications and design of new work.
- A basis for efficiently meeting the Masterplan 2040 objectives from a heritage perspective.
- A reassurance to heritage agencies that projects are well conceived from a heritage point of view.
- A valuable aid in the reduction of conflict: by focusing on the consultation processes intended prior to adoption, and through the policy of testing out heritage issues against development objectives during the preparation of the Conservation Strategy.

The Conservation Strategy was formally adopted by Dublin Port Company and will be reviewed every five years or sooner if necessary, to reflect the changing knowledge and circumstances, especially with regard to operational issues and changes in legislation and guidance.



The Bay and Harbour of Dublin, 1756, by George Gibson (Source: Dublin Port Archive).





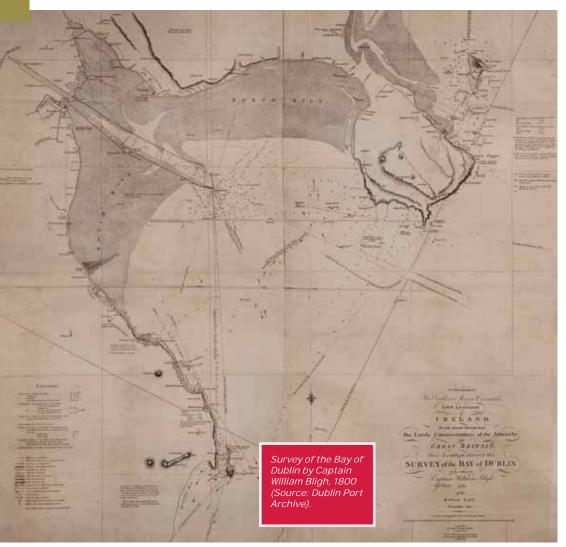


D01 W2F5

Netherlands

GUARDIANS OF DUBLIN BAY: THE GREAT SOUTH WALL AND NORTH BULL WALL

Two feats of maritime engineering have helped to shape Dublin's history as a Port city for more than two hundred years. Marta Lopez, researcher/archivist, Dublin Port Company, reveals the innovations that helped to safeguard maritime traffic into the city to this day.



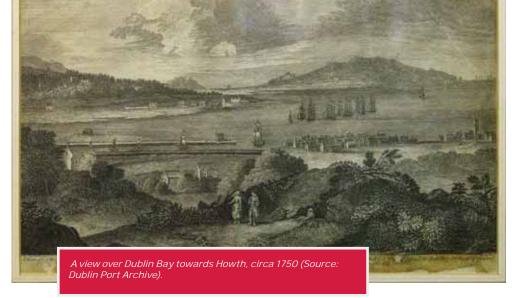
For over two centuries, the Great South Wall and North Bull Wall have shaped Dublin Port's history, safeguarding maritime traffic and transforming the coastal landscape of Dublin Bay. These two engineering marvels, built to counteract the natural challenges of shifting sandbanks and sedimentation, continue to define the city's relationship with the sea, still serving as functional infrastructure, historic landmarks, and places of leisure, blending past and present.

THE GREAT SOUTH WALL: A FEAT OF ENGINEERING

By the late 1600s and early 1700s, Dublin's maritime trade faced serious challenges. Strong tides, shifting sandbanks, and a silting River Liffey made navigation hazardous, with frequent shipwrecks and vessels often stranded at Clontarf or Ringsend.

Efforts to tackle these issues were delayed by ongoing disputes over port control between Dublin Corporation and the Lord High Admiral in London. Finally, in 1707, Dublin effectively "bought" the right to manage its own port, agreeing to pay

Prince Consort George, who was the Lord High Admiral at the time, 100 yards of Irish sailcloth each year (Gilligan, p. 14).



To tackle siltation, the hazardous Dublin Bar, and the lack of shelter, they began constructing the Great South Wall in 1716. The wall was designed to channel the river's flow, scour the main channel, and provide safer access to the city. The construction took place in three key phases.

- Phase 1 (1716–1730s): Initial wooden piling and a basic embankment to control the River Liffey's flow and reduce silting.
- Phase 2 (1730s–1750s): Reinforcement with Kilkenny limestone and a gradual seaward extension.
- Phase 3 (1760s–1790s): The introduction of Dalkey granite, replacing earlier materials to withstand storms and tidal forces. This phase culminated in the construction of Poolbeg Lighthouse in 1768.

Completed in 1792, the 5km structure was the longest sea wall of its time, transforming Dublin Port's accessibility and laying the foundation for its future growth.

The total cost of the wall was c. £200,000 pounds, which would equal around €55 million in today's prices.

Before moving on to the next chapter in this story of engineering versus sand, it's worth pausing to explore the broader history of the Great South Wall; one of trade, conflict, and survival.

A VIBRANT CENTRE OF TRADE, WITH A DARK SIDE

By the mid-18th century, Dublin had established itself as a vibrant centre of maritime trade, attracting vessels from across the globe despite its challenging access points. The Great South Wall

had become a mooring point for ships from across the world, with vessels from New York, Barbados, Grenada, and Antigua, regularly docking at Poolbeg. However, not all practices in this bustling port were above board. The newspapers from the time report that shipmasters engaged in a malicious practice; deliberately anchoring at Poolbeg to create a coal price-fixing cartel. By restricting the supply of coal, they manipulated market prices, a tactic that ultimately drew the attention of authorities (Pue's Occurrences, Saturday, January 31, 1756, p. 3; Saunders's Newsletter, Tuesday, October 10, 1786, p. 2)

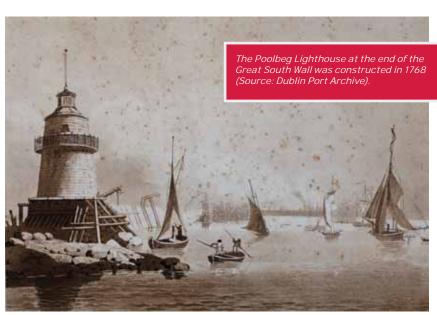
However, while economic manipulations such as the coal cartel were troubling, the real danger lurked in the shadow of the press gangs that roamed the docks, forcibly recruiting men for naval service. In 1790, for example, 27 haymakers waiting for passage to England were seized under the rationale that if they could mow hay, they could mow down enemies of the Crown. The brutality of this practice was underscored by instances of local resistance; on one occasion,

armed Dubliners ambushed a coach transporting recruits to the notorious Pigeon House, rescuing three men before they could be shipped off (Ball, 189, p. 429).

The Wall also played a military role. In 1793, the Half-Moon Battery, a three-gun platform, was built to defend ships against privateer attacks. Following the 1798 Rebellion, the government requisitioned the Pigeon House precinct as a temporary military fort (temporarily turning out to last for almost 100 years, until 1897). That same year, 1798, French prisoners captured during the rebellion were held there before being deported.

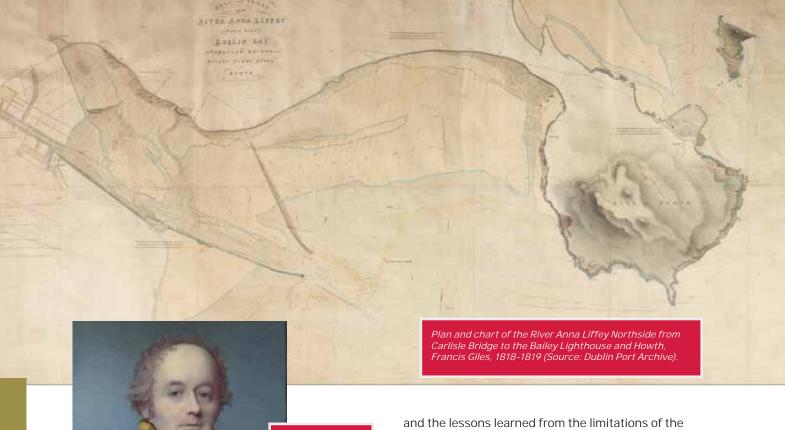
CAPTAIN BLIGH & THE GREAT NORTH BULL

While the Great South Wall significantly enhanced Dublin Port's accessibility by controlling sediment from



the South Bull and directing tidal currents, it alone was insufficient to manage the deeper issues of siltation at Dublin Bar. The challenges of shifting sandbanks and sediment accumulation in Dublin Bay persisted, necessitating further engineering solutions.

Among the top engineering and nautical authorities consulted was Captain William Bligh, later famed for his role in the Mutiny on the Bounty. In 1801, he conducted a comprehensive survey of Dublin Bay and proposed a long sea wall to control sand movement and deepen



the main approach channel. His recommendations laid the groundwork for what would later become the North Bull Wall. This contribution has led many Dubliners to mistakenly believe that Bligh designed the wall as it exists today. However, his actual proposal involved a wall extending from North Wall Quay, running parallel to the Great South Wall, which would have created a very narrow channel, making it extremely difficult for sailing ships to navigate upriver against winds and tides. Notably, Bligh's survey was remarkably accurate and complete, especially considering it was conducted during the winter months using only boats powered by oars and sails.

HALPIN AT THE HELM

It wasn't until 1819, after further studies and a growing urgency for a more effective solution to Dublin Port's siltation, that George Halpin took the helm. Armed with insights from a second detailed survey by Francis Giles Great South Wall, Halpin devised a significantly different design to Bligh's original proposals.

The wall extended from the northern shore at Clontarf, stretching out into Dublin Bay. It was built primarily from large granite blocks, supported by timber and rubble, forming a solid barrier against the encroaching sands. Halpin also arranged for a 267-ton vessel, moored near the Poolbeg Lighthouse, to serve as on-site housing for workers, sparing them the daily commute from Dublin and preserving their energy for labour. This unusual strategy, along with the use of a night work schedule and providing necessary resources like candles for extended work hours, significantly sped up the construction compared to the century-long timeline of the Great South Wall. The final length of the wall was 9,000 feet, with the first 5,600 feet above high water at all stages of the tide and the remaining 3,400 only beneath water at high tide, creating a release valve effect which allowed water to escape over the lower part.

Over time, sediment carried by the redirected currents accumulated against the North Bull Wall, creating what is now one of Ireland's most significant coastal habitats. Bull Island, a dynamic and ever-expanding landmass, has become a UNESCO Biosphere Reserve, recognised for its rich biodiversity, including migratory birds, rare plant species, and a thriving population of wildfowl. The island is also home to Dollymount Strand, a beloved recreational area for Dubliners, offering a stretch of sandy beach perfect for walking, kite surfing, and birdwatching.

REFERENCES:

Ball, F. E. (1897). Irish Harvestmen in England. The Journal of the Royal Society of Antiquaries of Ireland, 7(4), 429-429. http://www.jstor.org/stable/25508446

Pue's Occurrences, Saturday 31 January 1756, p. 3

Saunders's Newsletter, Tuesday 10 October 1786, p. 2

Branigan, Mciahel (2020) Dublin Moving East: How the City Took Over the Sea, Wordwell, Dublin.

Captain William Bligh, later made

famous by the Mutiny on the

Bounty (Source:

Dublin Port Archive).

Gilligan, Henry A (1988) A History of the Port of Dublin, Gill & Macmillan, Dublin.



COVERING IRELAND AND THE UK

www.greentigergroup.com





Newcastle, Dublin 22 **Tel:** +353 (1) 419 0390

Email: info@greentigergroup.com







Dublin (North Wall)

JA	NUA	\RY	202	25				
Date	Day	High	Water	Low\	Water	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOOTT
1	Wed	00:07 12:16	3.78 4.06	05:38 18:04	1.02 0.83	08:40	16:17	
2	Thu	00:47 12:57	3.82 4.11	06:17 18:47	0.98 0.74	08:39	16:18	
3	Fri	01:30 13:42	3.82 4.13	07:00 19:33	0.98 0.69	08:39	16:19	
4	Sat	02:17 14:30	3.81 4.12	07:46 20:23	1.01 0.70	08:39	16:20	
5	Sun	03:07 15:20	3.76 4.08	08:38 21:16	1.08 0.75	08:39	16:21	
6	Mon	04:00 16:13	3.69 4.01	09:33 22:13	1.17 0.86	08:38	16:23	D
7	Tue	04:58 17:11	3.62 3.90	10:34 23:15	1.26 0.99	08:38	16:24	
8	Wed	06:03 18:15	3.57 3.80	11:40	1.34	08:37	16:25	
9	Thu	07:12 19:26	3.57 3.73	00:23 12:51	1.11 1.37	08:37	16:27	
10	Fri	08:19 20:39	3.64 3.72	01:34 14:03	1.18 1.31	08:36	16:28	
11	Sat	09:22 21:45	3.76 3.77	02:42 15:09	1.17 1.17	08:35	16:30	
12	Sun	10:18 22:43	3.90 3.82	03:40 16:06	1.10 0.98	08:34	16:31	
13	Mon	11:06 23:33	4.02 3.85	04:29 16:55	1.02 0.81	08:34	16:33	0
14	Tue	11:49	4.10	05:11 17:39	0.96 0.69	08:33	16:35	
15	Wed	00:15 12:27	3.83 4.12	05:48 18:20	0.93 0.63	08:32	16:36	
16	Thu	00:52 13:04	3.78 4.11	06:25 19:00	0.94 0.64	08:31	16:38	

All times are given in local time.

FE	BRU	AR۱	/ 20	25				
Date	Day	High	Water	Low\	Water	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOUTI
1	Sat	01:07 13:18	3.96 4.29	06:39 19:10	0.63 0.35	08:09	17:08	
2	Sun	01:50 14:03	3.95 4.27	07:22 19:57	0.65 0.41	08:07	17:10	
3	Mon	02:36 14:51	3.88 4.19	08:10 20:45	0.74 0.57	08:06	17:11	
4	Tue	03:25 15:43	3.78 4.04	09:03 21:39	0.89 0.79	08:04	17:13	
5	Wed	04:20 16:40	3.64 3.83	10:01 22:38	1.08 1.06	08:02	17:15	D
6	Thu	05:25 17:50	3.50 3.62	11:09 23:49	1.27 1.32	08:00	17:17	
7	Fri	06:43 19:14	3.43 3.48	12:28	1.40	07:59	17:19	
8	Sat	08:01 20:36	3.47 3.47	01:15 13:54	1.46 1.36	07:57	17:21	
9	Sun	09:12 21:48	3.62 3.55	02:37 15:08	1.42 1.18	07:55	17:23	
10	Mon	10:12 22:45	3.80 3.65	03:38 16:04	1.27 0.96	07:53	17:25	
11	Tue	11:01 23:30	3.94 3.70	04:24 16:48	1.11 0.76	07:51	17:27	
12	Wed	11:42	4.02	05:01 17:27	0.97 0.63	07:49	17:29	0
13	Thu	00:06 12:14	3.71 4.05	05:35 18:02	0.86 0.57	07:47	17:31	
14	Fri	00:33 12:42	3.68 4.03	06:06 18:35	0.81 0.58	07:45	17:33	
15	Sat	00:58 13:13	3.66 3.98	06:37 19:08	0.79 0.63	07:43	17:35	
16	Sun	01:29 13:46	3.64 3.91	07:09 19:41	0.82 0.73	07:41	17:37	

All times are given in local time.

Date	Day	High	Nater	Low\	Water	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOUIT
17	Fri	01:29 13:42	3.70 4.05	07:01 19:39	0.97 0.71	08:30	16:40	
18	Sat	02:07 14:21	3.62 3.95	07:40 20:20	1.05 0.82	08:29	16:41	
19	Sun	02:47 15:02	3.53 3.82	08:22 21:02	1.15 0.96	08:28	16:43	
20	Mon	03:30 15:45	3.43 3.67	09:07 21:46	1.29 1.14	08:26	16:45	
21	Tue	04:17 16:34	3.33 3.49	09:57 22:35	1.45 1.33	08:25	16:47	C
22	Wed	05:12 17:32	3.24 3.32	10:55 23:30	1.61 1.51	08:24	16:49	
23	Thu	06:18 18:45	3.19 3.20	12:00	1.72	08:23	16:50	
24	Fri	07:27 19:57	3.22 3.19	00:34 13:09	1.63 1.74	08:21	16:52	
25	Sat	08:27 20:58	3.33 3.28	01:42 14:17	1.64 1.64	08:20	16:54	
26	Sun	09:19 21:51	3.49 3.42	02:45 15:14	1.54 1.44	08:19	16:56	
27	Mon	10:03 22:35	3.68 3.58	03:33 15:57	1.37 1.20	08:17	16:58	
28	Tue	10:43 23:14	3.86 3.73	04:11 16:33	1.17 0.94	08:16	17:00	
29	Wed	11:20 23:51	4.02 3.84	04:46 17:09	0.98 0.70	08:14	17:02	•
30	Thu	11:57	4.15	05:21 17:47	0.81 0.50	08:12	17:04	
31	Fri	00:27 12:36	3.92 4.25	05:59 18:27	0.69 0.38	08:11	17:06	

All times are given in local time.

Date	Day	High	Water	Low\	Vater	Sun Ri	se/Set	Moon
		Time	m	Time	m	Time	Time	
17	Mon	02:02 14:23	3.60 3.80	07:42 20:15	0.91 0.87	07:39	17:39	
18	Tue	02:38 15:02	3.54 3.65	08:18 20:50	1.04 1.04	07:37	17:41	
19	Wed	03:18 15:45	3.44 3.46	08:57 21:30	1.21 1.26	07:35	17:43	
20	Thu	04:04 16:35	3.30 3.25	09:44 22:18	1.42 1.49	07:32	17:45	C
21	Fri	05:00 17:42	3.15 3.06	10:48 23:30	1.62 1.70	07:30	17:47	
22	Sat	06:20 19:17	3.06 3.01	12:19	1.72	07:28	17:49	
23	Sun	07:47 20:32	3.13 3.13	00:57 13:42	1.76 1.61	07:26	17:51	
24	Mon	08:50 21:30	3.33 3.34	02:15 14:49	1.62 1.35	07:24	17:53	
25	Tue	09:39 22:15	3.57 3.57	03:12 15:35	1.36 1.01	07:21	17:55	
26	Wed	10:19 22:52	3.83 3.77	03:51 16:12	1.07 0.67	07:19	17:56	
27	Thu	10:57 23:27	4.05 3.92	04:26 16:48	0.78 0.38	07:17	17:58	
28	Fri	11:33	4.23	05:00 17:24	0.54 0.17	07:15	18:00	•

Dublin (North Wall)

MA	RCI	1 20	25					
Date	Day	High \	Nater	Low\	Water	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOUTI
1	Sat	00:03 12:12	4.02 4.34	05:36 18:03	0.37 0.08	07:12	18:02	
2	Sun	00:40 12:53	4.06 4.36	06:15 18:45	0.31 0.12	07:10	18:04	
3	Mon	01:21 13:38	4.04 4.31	06:58 19:29	0.35 0.27	07:08	18:06	
4	Tue	02:05 14:27	3.95 4.16	07:45 20:17	0.48 0.53	07:05	18:08	
5	Wed	02:53 15:20	3.81 3.94	08:38 21:09	0.70 0.85	07:03	18:10	
6	Thu	03:47 16:20	3.63 3.67	09:39 22:09	0.95 1.19	07:01	18:12	D
7	Fri	04:54 17:39	3.44 3.41	10:51 23:23	1.20 1.49	06:58	18:14	
8	Sat	06:21 19:10	3.33 3.29	12:15	1.34	06:56	18:15	
9	Sun	07:46 20:36	3.39 3.33	01:00 13:49	1.63 1.28	06:54	18:17	
10	Mon	09:01 21:45	3.55 3.45	02:29 15:00	1.52 1.07	06:51	18:19	
11	Tue	10:01 22:36	3.74 3.57	03:26 15:51	1.31 0.86	06:49	18:21	
12	Wed	10:48 23:16	3.88 3.63	04:08 16:30	1.10 0.69	06:47	18:23	
13	Thu	11:25 23:46	3.94 3.64	04:43 17:05	0.92 0.59	06:44	18:25	
14	Fri	11:54	3.94	05:15 17:37	0.79 0.56	06:42	18:27	0
15	Sat	00:06 12:18	3.64 3.92	05:44 18:06	0.72 0.58	06:39	18:28	
16	Sun	00:27 12:45	3.65 3.87	06:12 18:35	0.69 0.64	06:37	18:30	

All times are given in local time.

ΑP	RIL	202	25					
Date	Day	High	Water	Low V	Vater	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOOTT
1	Tue	01:55 14:18	4.09 4.24	07:37 20:05	0.22 0.33	06:58	19:59	
2	Wed	02:39 15:09	3.99 4.05	08:27 20:54	0.39 0.63	06:56	20:01	
3	Thu	03:29 16:06	3.84 3.80	09:23 21:48	0.62 0.97	06:54	20:03	
4	Fri	04:25 17:12	3.65 3.52	10:27 22:50	0.87 1.31	06:51	20:05	
5	Sat	05:36 18:35	3.47 3.30	11:39	1.09	06:49	20:07	D
6	Sun	07:02 20:00	3.37 3.23	00:03 13:02	1.57 1.20	06:46	20:08	
7	Mon	08:25 21:22	3.41 3.29	01:36 14:29	1.67 1.14	06:44	20:10	
8	Tue	09:38 22:25	3.55 3.42	03:01 15:35	1.55 0.98	06:42	20:12	
9	Wed	10:36 23:13	3.70 3.53	03:58 16:24	1.34 0.83	06:39	20:14	
10	Thu	11:23 23:49	3.80 3.58	04:41 17:03	1.12 0.71	06:37	20:16	
11	Fri	12:00	3.84	05:17 17:37	0.95 0.65	06:35	20:17	
12	Sat	00:17 12:29	3.61 3.83	05:49 18:08	0.82 0.65	06:32	20:19	
13	Sun	00:38 12:54	3.63 3.79	06:19 18:37	0.76 0.69	06:30	20:21	0
14	Mon	00:59 13:21	3.67 3.75	06:47 19:03	0.75 0.75	06:28	20:23	
15	Tue	01:25 13:52	3.71 3.70	07:14 19:30	0.77 0.82	06:25	20:25	
16	Wed	01:57 14:27	3.72 3.64	07:42 20:01	0.83 0.92	06:23	20:27	

All times are given in local time.

National Oceanography Centre (www.noc.ac.uk)

Times are GMT/BST

Date	D-111	High	Water	Low\	Water	Sun Ri	se/Set	
Date	Day	Time	m	Time	m	Time	Time	Moon
17	Mon	00:54 13:17	3.67 3.81	06:39 19:03	0.71 0.73	06:35	18:32	
18	Tue	01:26 13:51	3.67 3.72	07:09 19:33	0.78 0.85	06:32	18:34	
19	Wed	02:01 14:30	3.63 3.59	07:42 20:07	0.90 1.01	06:30	18:36	
20	Thu	02:41 15:12	3.53 3.42	08:21 20:47	1.06 1.21	06:28	18:37	
21	Fri	03:25 16:01	3.37 3.21	09:06 21:34	1.26 1.45	06:26	18:39	
22	Sat	04:18 17:04	3.19 3.02	10:05 22:42	1.46 1.68	06:22	18:41	C
23	Sun	05:27 18:39	3.05 2.96	11:38	1.57	06:20	18:43	
24	Mon	07:00 20:03	3.07 3.10	00:18 13:06	1.75 1.46	06:18	18:45	
25	Tue	08:13 21:02	3.27 3.34	01:41 14:15	1.60 1.16	06:15	18:47	
26	Wed	09:06 21:47	3.55 3.59	02:39 15:04	1.29 0.80	06:13	18:48	
27	Thu	09:50 22:25	3.83 3.81	03:22 15:45	0.95 0.45	06:10	18:50	
28	Fri	10:30 23:00	4.08 3.98	03:59 16:22	0.63 0.17	06:08	18:52	
29	Sat	11:09 23:36	4.26 4.08	04:36 17:00	0.37 0.01	06:06	18:54	•
30	Sun	12:48	4.35	06:13 18:39	0.21 -0.01	07:03	19:56	
31	Mon	01:14 13:32	4.12 4.34	06:54 19:21	0.16 0.10	07:01	19:58	

All times are given in local time.

Date	Day	High \		Low V		Sun Ri		Moon
	Ĭ	Time	m	Time	m	Time	Time	
17	Thu	02:34 15:07	3.68 3.53	08:17 20:38	0.91 1.06	06:21	20:28	
18	Fri	03:15 15:51	3.59 3.40	08:58 21:21	1.03 1.23	06:18	20:30	
19	Sat	04:01 16:42	3.46 3.24	09:48 22:13	1.18 1.43	06:16	20:32	
20	Sun	04:54 17:44	3.31 3.11	10:50 23:21	1.30 1.59	06:14	20:34	
21	Mon	05:58 19:04	3.20 3.07	12:11	1.34	06:12	20:36	C
22	Tue	07:15 20:22	3.21 3.19	00:43 13:30	1.63 1.22	06:10	20:37	
23	Wed	08:27 21:23	3.37 3.40	01:58 14:36	1.49 0.97	06:07	20:39	
24	Thu	09:26 22:11	3.62 3.63	02:58 15:28	1.22 0.67	06:05	20:41	
25	Fri	10:15 22:53	3.87 3.83	03:46 16:13	0.91 0.39	06:03	20:43	
26	Sat	11:00 23:32	4.08 3.99	04:29 16:55	0.62 0.19	06:01	20:45	
27	Sun	11:45	4.23	05:10 17:36	0.39 0.11	05:59	20:46	•
28	Mon	00:12 12:30	4.08 4.28	05:52 18:18	0.26 0.14	05:57	20:48	
29	Tue	00:53 13:17	4.12 4.24	06:36 19:01	0.22 0.29	05:55	20:50	
30	Wed	01:36 14:07	4.09 4.12	07:24 19:47	0.29 0.52	05:53	20:52	

Dublin (North Wall)

MA	Y 2	025						
Date	Day	High \	Nater	Low\	Vater	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOOIT
1	Thu	02:24 15:01	4.01 3.93	08:16 20:37	0.43 0.80	05:50	20:54	
2	Fri	03:15 16:00	3.89 3.70	09:15 21:33	0.61 1.09	05:48	20:55	
3	Sat	04:14 17:07	3.74 3.48	10:18 22:33	0.80 1.35	05:47	20:57	
4	Sun	05:23 18:20	3.59 3.31	11:25 23:40	0.96 1.54	05:45	20:59	D
5	Mon	06:39 19:36	3.50 3.25	12:38	1.06	05:43	21:01	
6	Tue	07:53 20:48	3.50 3.29	00:56 13:52	1.62 1.07	05:41	21:02	
7	Wed	09:00 21:48	3.56 3.38	02:15 14:56	1.56 1.01	05:39	21:04	
8	Thu	09:58 22:34	3.64 3.47	03:16 15:47	1.40 0.93	05:37	21:06	
9	Fri	10:46 23:11	3.70 3.54	04:05 16:29	1.23 0.87	05:35	21:08	
10	Sat	11:25 23:41	3.72 3.60	04:45 17:05	1.09 0.85	05:33	21:09	
11	Sun	11:58	3.70	05:21 17:38	0.99 0.85	05:32	21:11	
12	Mon	00:07 12:29	3.65 3.68	05:53 18:08	0.94 0.88	05:30	21:13	0
13	Tue	00:33 13:00	3.70 3.65	06:24 18:36	0.92 0.92	05:28	21:14	
14	Wed	01:01 13:32	3.74 3.62	06:52 19:05	0.93 0.97	05:26	21:16	
15	Thu	01:35 14:09	3.75 3.58	07:23 19:39	0.96 1.04	05:25	21:18	
16	Fri	02:14 14:51	3.74 3.53	08:00 20:18	0.99 1.13	05:23	21:19	

All times are given in local time.

JU	NE:	202	5					
Date	Day	High	Water	Low\	Vater	Sun Ri	se/Set	Moon
Date	Day	Time		Time	m	Time	Time	IVIOUTI
1	Sun	04:00 16:48	3.86 3.50	10:03 22:11	0.75 1.29	05:03	21:42	
2	Mon	05:00 17:51	3.74 3.36	11:03 23:09	0.88 1.44	05:02	21:43	
3	Tue	06:06 18:54	3.63 3.28	12:03	1.00	05:01	21:44	D
4	Wed	07:11 19:56	3.56 3.27	00:12 13:06	1.53 1.09	05:00	21:45	
5	Thu	08:13 20:53	3.54 3.31	01:18 14:06	1.55 1.14	05:00	21:46	
6	Fri	09:10 21:42	3.54 3.40	02:23 15:02	1.50 1.15	04:59	21:47	
7	Sat	10:02 22:25	3.55 3.49	03:21 15:50	1.40 1.14	04:58	21:48	
8	Sun	10:47 23:03	3.57 3.58	04:09 16:31	1.30 1.12	04:58	21:49	
9	Mon	11:27 23:38	3.58 3.66	04:51 17:07	1.22 1.10	04:57	21:50	
10	Tue	12:05	3.59	05:28 17:41	1.15 1.09	04:57	21:51	
11	Wed	00:09 12:40	3.73 3.60	06:02 18:12	1.10 1.08	04:57	21:52	0
12	Thu	00:42 13:15	3.78 3.61	06:34 18:45	1.05 1.07	04:56	21:52	
13	Fri	01:17 13:53	3.82 3.61	07:08 19:21	1.00 1.07	04:56	21:53	
14	Sat	01:56 14:34	3.85 3.61	07:48 20:01	0.96 1.09	04:56	21:54	
15	Sun	02:40 15:20	3.85 3.59	08:33 20:47	0.92 1.12	04:56	21:54	
16	Mon	03:27 16:08	3.83 3.56	09:23 21:38	0.90 1.16	04:55	21:55	

All times are given in local time.

Date	Day	High ¹	Nater	Low\	Water	Sun Ri	se/Set	Moon
		Time	m	Time	m	Time	Time	
17	Sat	02:57 15:36	3.69 3.45	08:45 21:05	1.03 1.23	05:22	21:21	
18	Sun	03:45 16:27	3.61 3.37	09:38 21:58	1.08 1.35	05:20	21:22	
19	Mon	04:37 17:25	3.53 3.30	10:39 23:00	1.11 1.43	05:19	21:24	
20	Tue	05:36 18:30	3.48 3.28	11:45	1.09	05:17	21:25	C
21	Wed	06:39 19:36	3.50 3.35	00:07 12:52	1.43 1.00	05:16	21:27	
22	Thu	07:44 20:37	3.59 3.48	01:14 13:55	1.35 0.86	05:14	21:29	
23	Fri	08:45 21:31	3.74 3.65	02:14 14:51	1.18 0.69	05:13	21:30	
24	Sat	09:41 22:21	3.90 3.80	03:09 15:43	0.97 0.54	05:12	21:32	
25	Sun	10:35 23:07	4.03 3.94	04:00 16:31	0.76 0.44	05:10	21:33	
26	Mon	11:27 23:53	4.12 4.04	04:48 17:18	0.59 0.41	05:09	21:34	
27	Tue	12:18	4.14	05:36 18:03	0.47 0.45	05:08	21:36	•
28	Wed	00:38 13:08	4.09 4.10	06:25 18:48	0.42 0.56	05:07	21:37	
29	Thu	01:24 14:00	4.09 3.99	07:15 19:34	0.44 0.73	05:06	21:38	
30	Fri	02:12 14:54	4.05 3.85	08:09 20:23	0.51 0.92	05:05	21:40	
31	Sat	03:04 15:49	3.97 3.67	09:05 21:15	0.62 1.11	05:04	21:41	

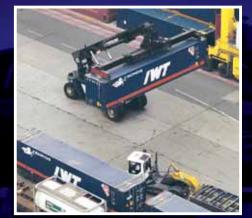
All times are given in local time.

Date	Day	High \	Water	Low\	Vater	Sun Ri	se/Set	Moon
		Time	m	Time	m	Time	Time	
17	Tue	04:17 17:00	3.81 3.53	10:17 22:32	0.88 1.20	04:55	21:55	
18	Wed	05:10 17:56	3.79 3.50	11:15 23:30	0.87 1.23	04:55	21:56	C
19	Thu	06:06 18:55	3.77 3.50	12:15	0.88	04:55	21:56	
20	Fri	07:07 19:57	3.76 3.53	00:31 13:16	1.23 0.88	04:55	21:56	
21	Sat	08:11 20:58	3.78 3.62	01:34 14:18	1.20 0.86	04:56	21:56	
22	Sun	09:15 21:56	3.83 3.73	02:36 15:18	1.11 0.84	04:56	21:57	
23	Mon	10:18 22:51	3.89 3.86	03:37 16:14	0.99 0.80	04:56	21:57	
24	Tue	11:17 23:41	3.95 3.97	04:36 17:06	0.84 0.77	04:56	21:57	
25	Wed	12:12	3.98	05:30 17:54	0.70 0.76	04:57	21:57	•
26	Thu	00:29 13:02	4.06 3.96	06:21 18:38	0.59 0.79	04:57	21:57	
27	Fri	01:14 13:51	4.10 3.89	07:09 19:21	0.54 0.85	04:58	21:56	
28	Sat	01:59 14:39	4.10 3.78	07:58 20:05	0.55 0.94	04:58	21:56	
29	Sun	02:45 15:26	4.04 3.65	08:48 20:51	0.61 1.05	04:59	21:56	
30	Mon	03:34 16:15	3.95 3.52	09:38 21:39	0.72 1.17	05:00	21:56	

International Warehousing & Transport









IRELAND (Head Office)

International Warehousing & Transport Ltd. Block 10-5 Blanchardstown Corporate Park 1 Ballycoolin, Dublin 15, Ireland.

Ph: + 353 1 8801800 - Fax: + 353 1 8801804 Email: info@iwt-irl.com

BALLINA

Ballina Logistics & Storage Ltd Moy Valley Business Park, Ballina, Co. Mayo, Ireland

Ph/Fax + 353 96 20022 Email: info@iwt-irl.com

NETHERLANDS

IWT bv, Hoefsmidstraat 41 3194 AA Hoogvliet-Rotterdam, Holland

Phone: + 31102310969/970/965

Fax: + 31102310971 Email: ops@iwt-nl.com









Dublin (North Wall)

JU	LY 2	202	5					
Date	Day	High ¹	Water	Low\	Water	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOUTI
1	Tue	04:24 17:06	3.83 3.40	10:29 22:31	0.85 1.30	05:00	21:56	
2	Wed	05:19 17:59	3.69 3.30	11:21 23:26	1.01 1.43	05:01	21:55	D
3	Thu	06:18 18:57	3.56 3.25	12:14	1.17	05:02	21:55	
4	Fri	07:19 19:55	3.45 3.25	00:24 13:09	1.53 1.31	05:03	21:54	
5	Sat	08:21 20:51	3.38 3.31	01:27 14:08	1.59 1.39	05:04	21:54	
6	Sun	09:19 21:43	3.38 3.41	02:30 15:06	1.58 1.42	05:05	21:53	
7	Mon	10:12 22:30	3.41 3.53	03:33 15:57	1.51 1.38	05:06	21:52	
8	Tue	11:00 23:11	3.47 3.65	04:25 16:41	1.40 1.31	05:06	21:52	
9	Wed	11:43 23:48	3.54 3.76	05:07 17:18	1.27 1.22	05:08	21:51	
10	Thu	12:21	3.61	05:42 17:52	1.14 1.12	05:09	21:50	0
11	Fri	00:23 12:57	3.86 3.67	06:16 18:26	1.00 1.03	05:10	21:49	
12	Sat	00:58 13:34	3.95 3.72	06:51 19:02	0.87 0.95	05:11	21:48	
13	Sun	01:36 14:13	4.01 3.75	07:28 19:41	0.76 0.91	05:12	21:47	
14	Mon	02:18 14:56	4.06 3.76	08:11 20:24	0.68 0.90	05:13	21:46	
15	Tue	03:02 15:41	4.07 3.75	08:57 21:10	0.66 0.92	05:15	21:45	
16	Wed	03:50 16:29	4.06 3.71	09:48 22:00	0.68 0.99	05:16	21:44	

All times are given in local time.

ΑU	GUS	ST 2	025					
Date	Day	High	Water	Low \	Water	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOOTI
1	Fri	05:15 17:47	3.53 3.28	11:20 23:31	1.25 1.49	05:40	21:20	C
2	Sat	06:15 18:50	3.34 3.21	12:13	1.45	05:42	21:18	
3	Sun	07:30 20:01	3.21 3.21	00:35 13:14	1.64 1.59	05:43	21:17	
4	Mon	08:42 21:06	3.19 3.30	01:45 14:21	1.71 1.65	05:45	21:15	
5	Tue	09:45 22:01	3.26 3.45	03:00 15:27	1.64 1.58	05:47	21:13	
6	Wed	10:39 22:48	3.39 3.63	04:04 16:19	1.47 1.42	05:48	21:11	
7	Thu	11:24 23:27	3.54 3.81	04:48 16:58	1.24 1.23	05:50	21:09	
8	Fri	12:02	3.67	05:23 17:32	1.00 1.04	05:52	21:07	
9	Sat	00:01 12:36	3.97 3.78	05:54 18:05	0.78 0.86	05:53	21:05	0
10	Sun	00:35 13:10	4.10 3.87	06:27 18:39	0.59 0.72	05:55	21:03	
11	Mon	01:11 13:47	4.20 3.92	07:04 19:15	0.45 0.64	05:57	21:01	
12	Tue	01:50 14:26	4.26 3.93	07:44 19:56	0.40 0.63	05:58	20:59	
13	Wed	02:33 15:09	4.26 3.90	08:27 20:40	0.44 0.69	06:00	20:57	
14	Thu	03:19 15:55	4.20 3.83	09:15 21:30	0.57 0.82	06:02	20:55	
15	Fri	04:09 16:46	4.07 3.71	10:08 22:25	0.77 1.01	06:04	20:53	
16	Sat	05:05 17:44	3.87 3.57	11:06 23:29	1.01 1.21	06:05	20:51	C

All times are given in local time.

DUBLIN PORT YEARBOOK 2025

Date	Dov	High '	Water	Low	Low Water		Sun Rise/Set		
Date	Day	Time	m	Time	m	Time	Time	Moon	
17	Thu	04:40 17:21	4.00 3.64	10:41 22:55	0.76 1.08	05:17	21:43		
18	Fri	05:34 18:18	3.90 3.56	11:39 23:55	0.88 1.19	05:19	21:42	D	
19	Sat	06:35 19:23	3.78 3.51	12:41	1.03	05:20	21:40		
20	Sun	07:46 20:34	3.68 3.54	01:03 13:51	1.27 1.14	05:21	21:39		
21	Mon	09:03 21:42	3.66 3.64	02:16 15:01	1.28 1.18	05:23	21:38		
22	Tue	10:14 22:42	3.70 3.79	03:29 16:06	1.18 1.13	05:24	21:36		
23	Wed	11:16 23:36	3.78 3.94	04:34 17:01	1.00 1.03	05:26	21:35		
24	Thu	12:10	3.84	05:30 17:48	0.80 0.94	05:27	21:33	•	
25	Fri	00:21 12:57	4.06 3.84	06:16 18:28	0.64 0.88	05:29	21:32		
26	Sat	01:03 13:37	4.12 3.80	07:00 19:06	0.55 0.85	05:30	21:30		
27	Sun	01:40 14:15	4.12 3.73	07:41 19:42	0.54 0.87	05:32	21:29		
28	Mon	02:18 14:51	4.07 3.65	08:21 20:21	0.60 0.93	05:34	21:27		
29	Tue	02:58 15:30	3.99 3.56	09:03 21:02	0.71 1.03	05:35	21:25		
30	Wed	03:40 16:12	3.86 3.47	09:47 21:47	0.86 1.16	05:37	21:24		
31	Thu	04:25 16:56	3.71 3.37	10:32 22:36	1.05 1.32	05:38	21:22		

All times are given in local time.

Date	Day	High \	Water	Low\	Vater	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOOIT
17	Sun	06:11 18:57	3.65 3.46	12:12	1.26	06:07	20:48	
18	Mon	07:36 20:20	3.49 3.47	00:45 13:32	1.37 1.44	06:09	20:46	
19	Tue	09:03 21:35	3.48 3.60	02:11 14:56	1.39 1.45	06:11	20:44	
20	Wed	10:18 22:39	3.57 3.79	03:33 16:05	1.23 1.32	06:12	20:42	
21	Thu	11:19 23:31	3.69 3.97	04:36 16:55	0.98 1.15	06:14	20:40	
22	Fri	12:08	3.77	05:24 17:36	0.75 0.99	06:16	20:37	
23	Sat	00:14 12:47	4.08 3.79	06:05 18:12	0.60 0.87	06:18	20:35	•
24	Sun	00:48 13:18	4.12 3.76	06:42 18:45	0.53 0.81	06:19	20:33	
25	Mon	01:18 13:45	4.11 3.72	07:16 19:17	0.53 0.79	06:21	20:31	
26	Tue	01:49 14:15	4.06 3.68	07:50 19:50	0.61 0.83	06:23	20:28	
27	Wed	02:23 14:48	3.98 3.65	08:24 20:25	0.73 0.91	06:25	20:26	
28	Thu	03:00 15:24	3.86 3.59	09:00 21:03	0.89 1.05	06:26	20:24	
29	Fri	03:41 16:04	3.70 3.50	09:39 21:45	1.08 1.23	06:28	20:21	
30	Sat	04:25 16:49	3.51 3.38	10:23 22:34	1.30 1.45	06:30	20:19	
31	Sun	05:18 17:44	3.28 3.24	11:17 23:42	1.54 1.66	06:31	20:17	D

Dublin (North Wall)

SE	РТЕ	MBE	ER 2	025	5			
Data	D	High	Water	Low\	Water	Sun Ri	se/Set	,,
Date	Day	Time	m	Time	m	Time	Time	Moon
1	Mon	06:34 19:04	3.09 3.15	12:27	1.73	06:33	20:14	
2	Tue	08:09 20:30	3.05 3.21	01:06 13:44	1.75 1.79	06:35	20:12	
3	Wed	09:22 21:33	3.17 3.39	02:30 15:01	1.67 1.68	06:37	20:10	
4	Thu	10:18 22:22	3.37 3.62	03:41 15:57	1.42 1.45	06:38	20:07	
5	Fri	11:03 23:01	3.59 3.85	04:24 16:35	1.11 1.18	06:40	20:05	
6	Sat	11:39 23:36	3.77 4.07	04:57 17:07	0.79 0.91	06:42	20:02	
7	Sun	12:11	3.92	05:29 17:39	0.52 0.68	06:44	20:00	0
8	Mon	00:09 12:43	4.24 4.02	06:02 18:13	0.31 0.51	06:45	19:58	
9	Tue	00:44 13:18	4.35 4.07	06:37 18:50	0.20 0.42	06:47	19:55	
10	Wed	01:22 13:56	4.40 4.08	07:16 19:30	0.22 0.43	06:49	19:53	
11	Thu	02:05 14:39	4.35 4.02	07:59 20:15	0.35 0.55	06:51	19:50	
12	Fri	02:52 15:25	4.23 3.91	08:45 21:05	0.58 0.75	06:52	19:48	
13	Sat	03:45 16:18	4.02 3.76	09:39 22:05	0.88 0.99	06:54	19:45	
14	Sun	04:45 17:19	3.75 3.59	10:40 23:15	1.21 1.24	06:56	19:43	C
15	Mon	06:01 18:40	3.49 3.47	11:53	1.49	06:57	19:41	
16	Tue	07:38 20:09	3.36 3.49	00:38 13:21	1.39 1.64	06:59	19:38	

All times are given in local time.

ос	TOE	BER	202	5				
Date	Day	High	Water	Low\	Water	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOOIT
1	Wed	07:36 19:45	3.02 3.20	00:30 13:10	1.70 1.85	07:25	19:02	
2	Thu	08:53 20:55	3.17 3.38	01:54 14:26	1.59 1.71	07:27	18:59	
3	Fri	09:50 21:47	3.40 3.63	03:03 15:21	1.32 1.45	07:29	18:57	
4	Sat	10:33 22:28	3.64 3.89	03:48 16:03	0.98 1.15	07:31	18:55	
5	Sun	11:09 23:05	3.85 4.13	04:25 16:38	0.65 0.85	07:32	18:52	
6	Mon	11:42 23:41	4.02 4.31	05:00 17:12	0.38 0.59	07:34	18:50	
7	Tue	12:15	4.13	05:35 17:48	0.20 0.41	07:36	18:47	0
8	Wed	00:19 12:51	4.42 4.19	06:12 18:27	0.14 0.33	07:38	18:45	
9	Thu	01:00 13:30	4.43 4.19	06:51 19:09	0.22 0.37	07:40	18:43	
10	Fri	01:45 14:15	4.34 4.12	07:34 19:57	0.42 0.51	07:41	18:40	
11	Sat	02:35 15:04	4.17 4.00	08:22 20:51	0.71 0.73	07:43	18:38	
12	Sun	03:32 16:00	3.92 3.84	09:18 21:55	1.05 0.97	07:45	18:36	
13	Mon	04:39 17:06	3.65 3.68	10:23 23:07	1.37 1.18	07:47	18:33	C
14	Tue	06:03 18:28	3.43 3.58	11:37	1.62	07:49	18:31	
15	Wed	07:31 19:51	3.36 3.60	00:28 13:03	1.29 1.72	07:51	18:29	
16	Thu	08:53 21:05	3.44 3.73	01:56 14:26	1.24 1.63	07:52	18:27	

All times are given in local time.

		High '	High Water		Low Water		Sun Rise/Set	
Date	Day	Time	m	Time	m	Time	Time	Moon
17	Wed	09:06 21:27	3.41 3.65	02:12 14:50	1.35 1.58	07:01	19:36	
18	Thu	10:18 22:30	3.56 3.85	03:30 15:53	1.14 1.39	07:03	19:33	
19	Fri	11:12 23:19	3.70 4.00	04:24 16:39	0.90 1.18	07:04	19:31	
20	Sat	11:54 23:59	3.77 4.08	05:07 17:18	0.71 1.00	07:06	19:28	
21	Sun	12:29	3.78	05:44 17:52	0.59 0.87	07:08	19:26	•
22	Mon	00:30 12:54	4.09 3.77	06:18 18:23	0.56 0.80	07:10	19:24	
23	Tue	00:56 13:16	4.06 3.76	06:48 18:53	0.60 0.78	07:11	19:21	
24	Wed	01:23 13:42	4.00 3.76	07:18 19:23	0.68 0.82	07:13	19:19	
25	Thu	01:54 14:14	3.93 3.75	07:48 19:54	0.80 0.90	07:15	19:16	
26	Fri	02:30 14:49	3.82 3.71	08:19 20:30	0.95 1.03	07:16	19:14	
27	Sat	03:09 15:28	3.67 3.63	08:54 21:09	1.13 1.21	07:18	19:11	
28	Sun	03:53 16:13	3.48 3.49	09:36 21:55	1.35 1.41	07:20	19:09	
29	Mon	04:44 17:05	3.26 3.32	10:28 23:00	1.60 1.61	07:22	19:07	D
30	Tue	05:54 18:13	3.07 3.19	11:45	1.80	07:24	19:04	

All times are given in local time.

Date	Day	High \	Nater	Low\	Water	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOUTI
17	Fri	09:59 22:06	3.59 3.87	03:07 15:27	1.08 1.45	07:54	18:24	
18	Sat	10:49 22:56	3.71 3.98	04:00 16:14	0.90 1.25	07:56	18:22	
19	Sun	11:30 23:36	3.78 4.02	04:42 16:54	0.78 1.08	07:58	18:20	
20	Mon	12:03	3.80	05:18 17:29	0.71 0.96	08:00	18:18	
21	Tue	00:08 12:27	4.01 3.81	05:51 18:01	0.72 0.90	08:02	18:15	•
22	Wed	00:35 12:51	3.96 3.83	06:21 18:33	0.76 0.89	08:04	18:13	
23	Thu	01:03 13:17	3.91 3.84	06:50 19:03	0.85 0.93	08:05	18:11	
24	Fri	01:33 13:48	3.84 3.84	07:18 19:33	0.95 1.00	08:07	18:09	
25	Sat	02:09 14:24	3.75 3.81	07:48 20:07	1.07 1.10	08:09	18:07	
26	Sun	01:48 14:03	3.63 3.73	07:24 19:47	1.22 1.23	07:11	17:05	
27	Mon	02:32 14:48	3.48 3.60	08:06 20:34	1.41 1.37	07:13	17:03	
28	Tue	03:24 15:40	3.32 3.46	08:59 21:35	1.60 1.49	07:15	17:01	
29	Wed	04:27 16:40	3.17 3.36	10:09 22:52	1.76 1.54	07:17	16:59	D
30	Thu	05:49 17:52	3.13 3.34	11:29	1.80	07:19	16:57	
31	Fri	07:07 19:02	3.25 3.46	00:09 12:39	1.44 1.69	07:21	16:55	

Dublin (North Wall)

NO	VEN	IBEI	R 20)25				
Date	Dov	High \	Nater	Low V	Vater	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOOITI
1	Sat	08:06 19:59	3.45 3.67	01:14 13:36	1.22 1.46	07:23	16:53	
2	Sun	08:52 20:48	3.67 3.91	02:06 14:23	0.94 1.18	07:24	16:51	
3	Mon	09:33 21:32	3.88 4.13	02:50 15:05	0.66 0.90	07:26	16:49	
4	Tue	10:11 22:15	4.05 4.29	03:30 15:45	0.44 0.65	07:28	16:47	
5	Wed	10:49 23:00	4.18 4.37	04:10 16:27	0.32 0.48	07:30	16:45	0
6	Thu	11:30 23:46	4.24 4.36	04:51 17:10	0.31 0.41	07:32	16:43	
7	Fri	12:13	4.25	05:33 17:57	0.41 0.43	07:34	16:41	
8	Sat	00:35 13:00	4.26 4.20	06:18 18:48	0.61 0.54	07:36	16:40	
9	Sun	01:29 13:52	4.08 4.10	07:07 19:45	0.87 0.70	07:38	16:38	
10	Mon	02:28 14:50	3.86 3.97	08:03 20:47	1.15 0.88	07:40	16:36	
11	Tue	03:36 15:56	3.65 3.84	09:06 21:54	1.41 1.04	07:42	16:35	
12	Wed	04:51 17:08	3.48 3.74	10:15 23:06	1.60 1.15	07:43	16:33	C
13	Thu	06:07 18:20	3.42 3.71	11:30	1.69	07:45	16:31	
14	Fri	07:19 19:29	3.46 3.75	00:21 12:45	1.18 1.66	07:47	16:30	
15	Sat	08:22 20:30	3.55 3.80	01:29 13:50	1.13 1.53	07:49	16:28	
16	Sun	09:14 21:22	3.65 3.85	02:25 14:42	1.05 1.38	07:51	16:27	

All times are given in local time.

DE	CEM	1BEI	R 20	25				
Date	Day	High \	Water	Low \	Water	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	MOOIT
1	Mon	08:06 20:08	3.66 3.88	01:21 13:42	0.98 1.26	08:16	16:10	
2	Tue	08:56 21:03	3.83 4.03	02:14 14:33	0.82 1.04	08:18	16:10	
3	Wed	09:44 21:57	4.00 4.14	03:04 15:24	0.69 0.83	08:19	16:09	
4	Thu	10:30 22:48	4.14 4.21	03:51 16:12	0.61 0.66	08:20	16:08	0
5	Fri	11:16 23:40	4.23 4.21	04:36 17:01	0.59 0.55	08:22	16:08	
6	Sat	12:03	4.27	05:22 17:51	0.65 0.50	08:23	16:07	
7	Sun	00:31 12:51	4.14 4.26	06:08 18:42	0.77 0.52	08:24	16:07	
8	Mon	01:24 13:42	4.01 4.20	06:56 19:36	0.93 0.61	08:26	16:07	
9	Tue	02:21 14:36	3.85 4.11	07:48 20:32	1.12 0.74	08:27	16:06	
10	Wed	03:20 15:35	3.68 3.98	08:43 21:30	1.31 0.89	08:28	16:06	
11	Thu	04:22 16:36	3.53 3.86	09:43 22:30	1.47 1.04	08:29	16:06	C
12	Fri	05:27 17:39	3.43 3.74	10:46 23:34	1.59 1.17	08:30	16:06	
13	Sat	06:30 18:42	3.40 3.67	11:54	1.64	08:31	16:06	
14	Sun	07:30 19:44	3.44 3.63	00:39 13:02	1.26 1.62	08:32	16:06	
15	Mon	08:25 20:40	3.52 3.62	01:42 14:05	1.30 1.55	08:33	16:06	
16	Tue	09:13 21:31	3.62 3.63	02:36 15:00	1.29 1.44	08:34	16:06	

All times are given in local time.

Date	Day	High ¹	Water	Low\	Water	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOOTI
17	Mon	09:56 22:06	3.74 3.87	03:11 15:27	0.99 1.24	07:53	16:25	
18	Tue	10:30 22:42	3.79 3.85	03:51 16:06	0.96 1.14	07:54	16:24	
19	Wed	11:00 23:15	3.84 3.82	04:25 16:42	0.97 1.08	07:56	16:23	
20	Thu	11:28 23:45	3.87 3.78	04:57 17:15	1.00 1.07	07:58	16:21	•
21	Fri	11:57	3.90	05:27 17:48	1.05 1.08	08:00	16:20	
22	Sat	00:18 12:28	3.74 3.90	05:56 18:19	1.11 1.11	08:02	16:19	
23	Sun	00:53 13:04	3.69 3.88	06:27 18:53	1.18 1.14	08:03	16:18	
24	Mon	01:32 13:45	3.62 3.83	07:03 19:32	1.27 1.18	08:05	16:17	
25	Tue	02:16 14:30	3.54 3.75	07:46 20:18	1.38 1.23	08:07	16:16	
26	Wed	03:05 15:18	3.45 3.67	08:36 21:11	1.49 1.27	08:08	16:15	
27	Thu	04:00 16:11	3.37 3.61	09:34 22:12	1.59 1.28	08:10	16:14	
28	Fri	05:03 17:09	3.34 3.59	10:39 23:17	1.63 1.23	08:12	16:13	D
29	Sat	06:09 18:10	3.38 3.63	11:45	1.58	08:13	16:12	
30	Sun	07:11 19:10	3.50 3.74	00:22 12:47	1.13 1.45	08:15	16:11	

All times are given in local time.

Date	Day	High \	Water	Low \	Vater	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOOTI
17	Wed	09:54 22:15	3.71 3.65	03:22 15:45	1.27 1.34	08:35	16:06	
18	Thu	10:32 22:54	3.80 3.66	04:02 16:25	1.24 1.26	08:35	16:06	
19	Fri	11:06 23:30	3.87 3.67	04:36 17:01	1.21 1.19	08:36	16:07	
20	Sat	11:39	3.91	05:08 17:34	1.19 1.14	08:37	16:07	•
21	Sun	00:04 12:12	3.67 3.94	05:39 18:05	1.17 1.09	08:37	16:08	
22	Mon	00:38 12:46	3.68 3.95	06:10 18:37	1.16 1.04	08:38	16:08	
23	Tue	01:15 13:25	3.67 3.95	06:45 19:14	1.17 1.00	08:38	16:09	
24	Wed	01:56 14:08	3.66 3.93	07:25 19:56	1.19 0.97	08:39	16:09	
25	Thu	02:40 14:53	3.63 3.90	08:09 20:42	1.24 0.96	08:39	16:10	
26	Fri	03:29 15:40	3.58 3.86	08:59 21:33	1.29 0.98	08:39	16:11	
27	Sat	04:21 16:31	3.54 3.81	09:54 22:29	1.35 1.02	08:39	16:11	D
28	Sun	05:18 17:27	3.51 3.77	10:53 23:30	1.39 1.07	08:40	16:12	
29	Mon	06:20 18:29	3.52 3.74	11:57	1.40	08:40	16:13	
30	Tue	07:24 19:36	3.58 3.76	00:36 13:04	1.10 1.34	08:40	16:14	
31	Wed	08:27 20:44	3.71 3.82	01:42 14:09	1.08 1.21	08:40	16:15	





Multi-disciplinary engineering, consultancy and management throughout an asset's life cycle.

OVER 50 YEARS OF EXPERIENCE AND INTEGRITY IN THE PROCESS AND ENERGY SECTORS

Solutions tailored to your needs

Get in touch: +353 (1) 855 4387 admin@hughmunro.ie



Alexandra House, Jetty Road, Dublin Port, www.hughmunro.ie







Soldiers Point, Dundalk

JA	NUA	RY 2	202	5				
Date	Day	High V	Vater	Low V	Vater	Sun Ris	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVICOTT
1	Wed	12:07	5.05	06:22 18:46	1.00 0.76	08:44	16:14	
2	Thu	00:38 12:48	4.73 5.11	06:58 19:25	0.95 0.65	08:44	16:15	
3	Fri	01:21 13:33	4.75 5.13	07:37 20:05	0.95 0.59	08:43	16:16	
4	Sat	02:08 14:21	4.72 5.13	08:16 20:47	0.99 0.59	08:43	16:17	
5	Sun	02:58 15:11	4.66 5.08	08:59 21:31	1.07 0.67	08:43	16:18	
6	Mon	03:51 16:04	4.58 4.98	09:45 22:20	1.18 0.79	08:42	16:20	D
7	Tue	04:49 17:02	4.48 4.85	10:38 23:16	1.30 0.96	08:42	16:21	
8	Wed	05:54 18:06	4.42 4.71	11:40	1.40	08:41	16:23	
9	Thu	07:03 19:17	4.42 4.62	00:24 12:54	1.12 1.43	08:40	16:24	
10	Fri	08:10 20:30	4.51 4.61	01:44 14:19	1.20 1.36	08:40	16:26	
11	Sat	09:13 21:36	4.67 4.67	03:07 15:40	1.19 1.18	08:39	16:27	
12	Sun	10:09 22:34	4.85 4.74	04:18 16:47	1.10 0.95	08:38	16:29	
13	Mon	10:57 23:24	5.00 4.77	05:13 17:40	1.01 0.74	08:37	16:30	0
14	Tue	11:40	5.10	05:56 18:23	0.93 0.59	08:36	16:32	
15	Wed	00:06 12:18	4.75 5.13	06:32 19:01	0.89 0.52	08:36	16:34	
16	Thu	00:43 12:55	4.68 5.11	07:06 19:37	0.90 0.53	08:35	16:35	

All times are given in local time.

FEI	BRU	ARY	202	25				
Date	Day	High \	Vater	Low V	Vater	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOUTI
1	Sat	00:58 13:09	4.92 5.34	07:18 19:45	0.51 0.16	08:12	17:06	
2	Sun	01:41 13:54	4.90 5.32	07:55 20:25	0.53 0.24	08:10	17:08	
3	Mon	02:27 14:42	4.82 5.21	08:36 21:05	0.65 0.43	08:09	17:10	
4	Tue	03:16 15:34	4.69 5.02	09:20 21:50	0.83 0.71	08:07	17:12	
5	Wed	04:11 16:31	4.50 4.76	10:09 22:42	1.07 1.05	08:05	17:14	D
6	Thu	05:16 17:41	4.33 4.48	11:11 23:49	1.32 1.37	08:03	17:16	
7	Fri	06:34 19:05	4.23 4.30	12:29	1.47	08:01	17:18	
8	Sat	07:52 20:27	4.29 4.29	01:22 14:08	1.55 1.43	07:59	17:20	
9	Sun	09:03 21:39	4.48 4.39	03:01 15:39	1.50 1.20	07:57	17:22	
10	Mon	10:03 22:36	4.71 4.52	04:15 16:45	1.31 0.92	07:55	17:24	
11	Tue	10:52 23:21	4.90 4.59	05:07 17:33	1.11 0.68	07:53	17:26	
12	Wed	11:33 23:57	5.00 4.59	05:46 18:12	0.93 0.51	07:51	17:28	0
13	Thu	12:05	5.03	06:19 18:45	0.81 0.44	07:49	17:30	
14	Fri	00:24 12:33	4.56 5.01	06:48 19:15	0.73 0.45	07:47	17:32	
15	Sat	00:49 13:04	4.53 4.95	07:16 19:43	0.72 0.52	07:45	17:34	
16	Sun	01:20 13:37	4.50 4.85	07:44 20:12	0.76 0.64	07:43	17:36	

All times are given in local time.

Date	Day	High \	Vater	Low V	Vater	Sun Ri	Moon	
Date	Day	Time	m	Time	m	Time	Time	IVIOUTI
17	Fri	01:20 13:33	4.59 5.03	07:37 20:10	0.94 0.61	08:33	16:37	
18	Sat	01:58 14:12	4.48 4.91	08:11 20:44	1.03 0.75	08:32	16:39	
19	Sun	02:38 14:53	4.36 4.75	08:46 21:19	1.17 0.93	08:31	16:41	
20	Mon	03:21 15:36	4.24 4.54	09:23 21:56	1.34 1.15	08:30	16:43	
21	Tue	04:08 16:25	4.11 4.31	10:06 22:39	1.54 1.39	08:29	16:44	C
22	Wed	05:03 17:23	3.99 4.09	10:58 23:31	1.73 1.62	08:27	16:46	
23	Thu	06:09 18:36	3.93 3.95	12:00	1.88	08:26	16:48	
24	Fri	07:18 19:48	3.97 3.94	00:35 13:15	1.76 1.90	08:25	16:50	
25	Sat	08:18 20:49	4.11 4.05	01:54 14:36	1.78 1.77	08:23	16:52	
26	Sun	09:10 21:42	4.32 4.23	03:11 15:47	1.65 1.53	08:22	16:54	
27	Mon	09:54 22:26	4.56 4.43	04:09 16:37	1.44 1.23	08:20	16:56	
28	Tue	10:34 23:05	4.79 4.62	04:53 17:17	1.19 0.90	08:19	16:58	
29	Wed	11:11 23:42	5.00 4.77	05:31 17:54	0.95 0.59	08:17	17:00	•
30	Thu	11:48	5.17	06:06 18:31	0.73 0.35	08:15	17:02	
31	Fri	00:18 12:27	4.87 5.29	06:42 19:07	0.58 0.20	08:14	17:04	

All times are given in local time.

Date	Day	High \	Vater	Low V	Vater	Sun Rise/Set		Moon
Date	Day	Time	m	Time	m	Time	Time	WICCIT
17	Mon	01:53 14:14	4.46 4.71	08:12 20:40	0.86 0.81	07:41	17:38	
18	Tue	02:29 14:53	4.38 4.52	08:43 21:09	1.02 1.03	07:39	17:40	
19	Wed	03:09 15:36	4.25 4.28	09:15 21:43	1.24 1.30	07:36	17:42	
20	Thu	03:55 16:26	4.07 4.01	09:55 22:24	1.50 1.59	07:34	17:44	C
21	Fri	04:51 17:33	3.87 3.77	10:51 23:31	1.75 1.85	07:32	17:46	
22	Sat	06:11 19:08	3.76 3.70	12:19	1.87	07:30	17:48	
23	Sun	07:38 20:23	3.85 3.85	01:01 13:54	1.93 1.74	07:28	17:50	
24	Mon	08:41 21:21	4.10 4.12	02:34 15:16	1.75 1.41	07:25	17:52	
25	Tue	09:30 22:06	4.42 4.42	03:44 16:12	1.43 0.99	07:23	17:54	
26	Wed	10:10 22:43	4.75 4.67	04:30 16:54	1.06 0.57	07:21	17:56	
27	Thu	10:48 23:18	5.04 4.87	05:10 17:33	0.70 0.20	07:18	17:58	
28	Fri	11:24 23:54	5.26 5.00	05:45 18:09	0.40 -0.06	07:16	18:00	•

Soldiers Point, Dundalk

MA	RCF	120	25					
Date	Day	High V	Vater	Low V	Vater	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOUTI
1	Sat	12:03	5.40	06:20 18:46	0.19 -0.18	07:14	18:02	
2	Sun	00:31 12:44	5.05 5.44	06:57 19:23	0.11 -0.13	07:11	18:04	
3	Mon	01:12 13:29	5.02 5.36	07:35 20:01	0.16 0.07	07:09	18:06	
4	Tue	01:56 14:18	4.91 5.18	08:15 20:42	0.33 0.38	07:07	18:08	
5	Wed	02:44 15:11	4.73 4.90	08:59 21:25	0.60 0.78	07:04	18:10	
6	Thu	03:38 16:11	4.50 4.55	09:50 22:16	0.92 1.21	07:02	18:12	D
7	Fri	04:45 17:30	4.25 4.21	10:54 23:24	1.22 1.59	06:59	18:14	
8	Sat	06:12 19:01	4.12 4.05	12:15	1.40	06:57	18:15	
9	Sun	07:37 20:27	4.18 4.11	01:04 14:02	1.76 1.32	06:55	18:17	
10	Mon	08:52 21:36	4.39 4.27	02:51 15:29	1.62 1.07	06:52	18:19	
11	Tue	09:52 22:27	4.64 4.42	04:01 16:30	1.37 0.79	06:50	18:21	
12	Wed	10:39 23:07	4.82 4.49	04:50 17:14	1.10 0.58	06:47	18:23	
13	Thu	11:16 23:37	4.90 4.50	05:28 17:50	0.88 0.46	06:45	18:25	
14	Fri	11:45 23:57	4.90 4.50	06:00 18:21	0.71 0.42	06:43	18:27	0
15	Sat	12:09	4.86	06:28 18:48	0.62 0.45	06:40	18:29	
16	Sun	00:18 12:36	4.52 4.81	06:54 19:15	0.59 0.52	06:38	18:31	

All times are given in local time.

AP	APRIL 2025											
Date	Day	High V	Vater	Low V	/ater	Sun Ri	se/Set	Moon				
Date	Day	Time	m	Time	m	Time	Time	IVIOOIT				
1	Tue	01:46 14:09	5.08 5.27	08:16 20:41	0.00 0.13	06:58	20:01					
2	Wed	02:30 15:00	4.96 5.03	09:00 21:22	0.21 0.51	06:56	20:02					
3	Thu	03:20 15:57	4.77 4.71	09:47 22:07	0.50 0.94	06:53	20:04					
4	Fri	04:16 17:03	4.53 4.36	10:40 23:00	0.81 1.36	06:51	20:06					
5	Sat	05:27 18:26	4.29 4.08	11:43	1.09	06:48	20:08	D				
6	Sun	06:53 19:51	4.16 3.98	00:05 13:02	1.69 1.22	06:46	20:10					
7	Mon	08:16 21:13	4.22 4.06	01:38 14:38	1.81 1.15	06:44	20:12					
8	Tue	09:29 22:16	4.40 4.23	03:17 15:59	1.66 0.96	06:41	20:14					
9	Wed	10:27 23:04	4.59 4.36	04:27 16:59	1.40 0.76	06:39	20:15					
10	Thu	11:14 23:40	4.72 4.44	05:19 17:44	1.13 0.61	06:36	20:17					
11	Fri	11:51	4.77	06:00 18:21	0.91 0.54	06:34	20:19					
12	Sat	00:08 12:20	4.47 4.75	06:34 18:53	0.75 0.54	06:32	20:21					
13	Sun	00:29 12:45	4.50 4.70	07:04 19:21	0.67 0.58	06:29	20:23	0				
14	Mon	00:50 13:12	4.55 4.65	07:31 19:46	0.66 0.66	06:27	20:25					
15	Tue	01:16 13:43	4.59 4.59	07:56 20:10	0.69 0.75	06:24	20:27					
16	Wed	01:48 14:18	4.61 4.50	08:21 20:37	0.76 0.88	06:22	20:29					

All times are given in local time.

Date	Day	High Water		Low Water		Sun Ri	Moon	
Date	Day	Time	m	Time	m	Time	Time	WOOT
17	Mon	00:45 13:08	4.55 4.73	07:18 19:39	0.62 0.63	06:35	18:33	
18	Tue	01:17 13:42	4.55 4.62	07:44 20:05	0.70 0.78	06:33	18:34	
19	Wed	01:52 14:21	4.49 4.45	08:12 20:33	0.85 0.98	06:30	18:37	
20	Thu	02:32 15:03	4.36 4.22	08:45 21:07	1.05 1.24	06:28	18:37	
21	Fri	03:16 15:52	4.16 3.96	09:23 21:46	1.29 1.54	06:26	18:40	
22	Sat	04:09 16:55	3.93 3.72	10:13 22:46	1.55 1.82	06:23	18:42	C
23	Sun	05:18 18:30	3.75 3.63	11:38	1.69	06:20	18:44	
24	Mon	06:51 19:54	3.77 3.81	00:18 13:11	1.92 1.54	06:18	18:46	
25	Tue	08:04 20:53	4.03 4.12	01:52 14:34	1.72 1.18	06:15	18:47	
26	Wed	08:57 21:38	4.39 4.45	03:04 15:34	1.34 0.72	06:13	18:49	
27	Thu	09:41 22:16	4.75 4.73	03:56 16:23	0.92 0.29	06:11	18:51	
28	Fri	10:21 22:51	5.07 4.94	04:40 17:05	0.51 -0.06	06:08	18:53	
29	Sat	11:00 23:27	5.30 5.08	05:20 17:45	0.19 -0.26	06:06	18:55	•
30	Sun	12:39	5.42	06:58 19:23	-0.02 -0.29	07:03	19:57	
31	Mon	01:05 13:23	5.12 5.41	07:37 20:02	-0.08 -0.15	07:01	19:59	

All times are given in local time.

Date	Day	High \	Vater	Low V	Vater	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	Moori
17	Thu	02:25 14:58	4.56 4.37	08:51 21:09	0.87 1.05	06:20	20:30	
18	Fri	03:06 15:42	4.45 4.20	09:26 21:45	1.02 1.27	06:17	20:32	
19	Sat	03:52 16:33	4.27 4.00	10:07 22:28	1.19 1.51	06:15	20:34	
20	Sun	04:45 17:35	4.08 3.82	11:00 23:27	1.36 1.72	06:13	20:36	
21	Mon	05:49 18:55	3.94 3.78	12:12	1.41	06:11	20:38	C
22	Tue	07:06 20:13	3.96 3.93	00:43 13:31	1.76 1.26	06:08	20:40	
23	Wed	08:18 21:14	4.16 4.20	02:02 14:46	1.59 0.94	06:06	20:42	
24	Thu	09:17 22:02	4.48 4.49	03:13 15:50	1.25 0.56	06:04	20:43	
25	Fri	10:06 22:44	4.80 4.75	04:12 16:45	0.87 0.21	06:02	20:45	
26	Sat	10:51 23:23	5.08 4.95	05:05 17:35	0.50 -0.03	06:00	20:47	
27	Sun	11:36	5.26	05:52 18:20	0.22 -0.14	05:57	20:49	•
28	Mon	00:03 12:21	5.08 5.33	06:37 19:03	0.05 -0.10	05:55	20:51	
29	Tue	00:44 13:08	5.12 5.28	07:20 19:44	0.00	05:53	20:53	
30	Wed	01:27 13:58	5.09 5.12	08:05 20:25	0.09 0.37	05:51	20:55	

Soldiers Point, Dundalk

MA	Y 2	025						
Date	Day	High V	Vater	Low V	Vater	Sun Ri	Moon	
Date	Day	Time	m	Time	m	Time	Time	Wicom
1	Thu	02:15 14:52	4.99 4.88	08:50 21:08	0.26 0.72	05:49	20:56	
2	Fri	03:06 15:51	4.83 4.59	09:40 21:55	0.49 1.08	05:47	20:58	
3	Sat	04:05 16:58	4.63 4.30	10:33 22:45	0.73 1.41	05:45	21:00	
4	Sun	05:14 18:11	4.45 4.09	11:30 23:44	0.93 1.65	05:43	21:02	D
5	Mon	06:30 19:27	4.33 4.01	12:38	1.05	05:41	21:04	
6	Tue	07:44 20:39	4.33 4.06	00:56 13:55	1.75 1.06	05:39	21:05	
7	Wed	08:51 21:39	4.41 4.17	02:22 15:11	1.67 0.99	05:37	21:07	
8	Thu	09:49 22:25	4.51 4.29	03:35 16:13	1.48 0.89	05:35	21:09	
9	Fri	10:37 23:02	4.58 4.38	04:36 17:05	1.26 0.82	05:33	21:11	
10	Sat	11:16 23:32	4.61 4.46	05:23 17:46	1.08 0.79	05:31	21:13	
11	Sun	11:49 23:58	4.59 4.52	06:04 18:22	0.96 0.79	05:29	21:14	
12	Mon	12:20	4.56	06:38 18:53	0.90 0.83	05:28	21:16	0
13	Tue	00:24 12:51	4.58 4.52	07:09 19:20	0.88 0.88	05:26	21:18	
14	Wed	00:52 13:23	4.63 4.49	07:35 19:47	0.89 0.94	05:24	21:19	
15	Thu	01:26 14:00	4.66 4.44	08:04 20:18	0.92 1.02	05:22	21:21	
16	Fri	02:05 14:42	4.63 4.36	08:37 20:52	0.96 1.13	05:21	21:23	

All times are given in local time.

JU	NE 2	2025	5					
Date	Day	High V	Vater	Low V	Vater	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOUTI
1	Sun	03:51 16:39	4.79 4.33	10:20 22:27	0.66 1.34	05:00	21:46	
2	Mon	04:51 17:42	4.64 4.15	11:11 23:16	0.82 1.52	04:59	21:48	
3	Tue	05:57 18:45	4.50 4.04	12:05	0.98	04:58	21:49	D
4	Wed	07:02 19:47	4.41 4.03	00:13 13:06	1.64 1.09	04:57	21:50	
5	Thu	08:04 20:44	4.37 4.09	01:18 14:11	1.66 1.15	04:56	21:51	
6	Fri	09:01 21:33	4.38 4.19	02:31 15:18	1.60 1.16	04:56	21:52	
7	Sat	09:53 22:16	4.40 4.31	03:41 16:17	1.48 1.14	04:55	21:53	
8	Sun	10:38 22:54	4.42 4.43	04:40 17:07	1.35 1.12	04:54	21:54	
9	Mon	11:18 23:29	4.43 4.53	05:30 17:49	1.25 1.10	04:54	21:55	
10	Tue	11:56	4.45	06:12 18:26	1.16 1.09	04:53	21:55	
11	Wed	00:00 12:31	4.62 4.46	06:47 18:57	1.10 1.07	04:53	21:56	0
12	Thu	00:33 13:06	4.69 4.47	07:18 19:29	1.04 1.06	04:53	21:57	
13	Fri	01:08 13:44	4.75 4.47	07:50 20:02	0.98 1.06	04:52	21:58	
14	Sat	01:47 14:25	4.77 4.46	08:26 20:37	0.92 1.08	04:52	21:58	
15	Sun	02:31 15:11	4.77 4.44	09:05 21:17	0.88 1.13	04:52	21:59	
16	Mon	03:18 15:59	4.76 4.41	09:47 21:59	0.85 1.18	04:52	21:59	

All times are given in local time.

		High \	Vater	Low Water		Sun Rise/Set		
Date	Day	Time	m	Time	m	Time	Time	Moon
17	Sat	02:48 15:27	4.57 4.27	09:15 21:32	1.02 1.27	05:19	21:25	
18	Sun	03:36 16:18	4.47 4.16	09:59 22:16	1.07 1.41	05:17	21:26	
19	Mon	04:28 17:16	4.37 4.07	10:50 23:08	1.11 1.51	05:16	21:28	
20	Tue	05:27 18:21	4.31 4.05	11:48	1.09	05:14	21:29	C
21	Wed	06:30 19:27	4.32 4.14	00:09 12:52	1.52 0.98	05:13	21:31	
22	Thu	07:35 20:28	4.44 4.31	01:14 13:59	1.41 0.80	05:12	21:32	
23	Fri	08:36 21:22	4.63 4.52	02:20 15:05	1.20 0.59	05:10	21:34	
24	Sat	09:32 22:12	4.84 4.72	03:27 16:09	0.94 0.40	05:09	21:36	
25	Sun	10:26 22:58	5.01 4.89	04:29 17:07	0.68 0.27	05:07	21:37	
26	Mon	11:18 23:44	5.12 5.02	05:27 18:01	0.46 0.23	05:06	21:38	
27	Tue	12:09	5.15	06:20 18:48	0.31 0.29	05:05	21:40	•
28	Wed	00:29 12:59	5.08 5.10	07:10 19:32	0.25 0.43	05:04	21:41	
29	Thu	01:15 13:51	5.09 4.96	07:57 20:14	0.27 0.63	05:03	21:43	
30	Fri	02:03 14:45	5.04 4.77	08:44 20:56	0.36 0.87	05:02	21:44	
31	Sat	02:55 15:40	4.93 4.55	09:32 21:40	0.50 1.11	05:01	21:45	

All times are given in local time.

Date	Day	High \	Vater	Low V	Vater	Sun Ri	se/Set	Moon
Date	22,	Time	m	Time	m	Time	Time	
17	Tue	04:08 16:51	4.73 4.36	10:32 22:44	0.83 1.23	04:52	22:00	
18	Wed	05:01 17:47	4.70 4.33	11:22 23:35	0.82 1.26	04:52	22:00	C
19	Thu	05:57 18:46	4.67 4.32	12:16	0.82	04:52	22:01	
20	Fri	06:58 19:48	4.67 4.37	00:32 13:16	1.27 0.82	04:52	22:01	
21	Sat	08:02 20:49	4.69 4.48	01:35 14:25	1.22 0.80	04:52	22:01	
22	Sun	09:06 21:47	4.75 4.63	02:46 15:38	1.12 0.77	04:52	22:01	
23	Mon	10:09 22:42	4.83 4.79	04:01 16:47	0.96 0.72	04:52	22:01	
24	Tue	11:08 23:32	4.90 4.94	05:13 17:47	0.78 0.69	04:53	22:01	
25	Wed	12:03	4.94	06:14 18:39	0.60 0.68	04:53	22:01	•
26	Thu	00:20 12:53	5.05 4.92	07:06 19:22	0.47 0.71	04:54	22:01	
27	Fri	01:05 13:42	5.10 4.83	07:51 20:02	0.40 0.78	04:54	22:01	
28	Sat	01:50 14:30	5.09 4.69	08:35 20:41	0.41 0.90	04:55	22:01	
29	Sun	02:36 15:17	5.03 4.53	09:17 21:20	0.49 1.04	04:55	22:01	
30	Mon	03:25 16:06	4.91 4.35	09:59 22:00	0.62 1.19	04:56	22:01	



HEAVY LIFTING ENGINEERS

Gabriel O'Brien Crane Hire Ltd is Ireland's largest and longest established crane hire companies, with over 5 decades of experience. Our knowledge spans across the generations, bringing together the expertise of modern engineering with the wealth of experience we've built up across the decades.

With Ireland's largest crane fleets, we offer mobile, crawler and lattice boom cranes not to mention a supply of trucks, trailers and Irelands only SPMT, we offer machinery, full lift and shift solutions and personnel to a variety of industries throughout Ireland and the UK.

Our extensive fleet ranges from Mobile Cranes from 35 tonne to 1200 tonne, Crawler cranes 60 Tonne to 600 tonne and LG1750 lattice boom crane and also not to mention a fleet of 3.5 tonne spider cranes.

We are available 24 hours a day and offer a comprehensive service, from our free site inspection right through to the execution of a lift; including detailed pre-planning, fully qualified operatives, and an unrivalled

attention to detail.





Gabriel O'Brien Crane Hire Ltd. | Unit 6, Red Cow Business Park, Naas Road, Dublin 22, Ireland, D22 TX28.

M +353 (0)85 738 8887 | T +353 (0)1 459 5500

Conor@gobriencranes.ie

http://www.gobriencranes.ie

Follow Gabriel O'Brien Crane Hire Ltd. on: LinkedIn | Facebook

Soldiers Point, Dundalk

JU	LY 2	025						
Date	Day	High V	Vater	Low V	Low Water		se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	WICOIT
1	Tue	04:15 16:57	4.76 4.19	10:42 22:44	0.79 1.35	04:57	22:00	
2	Wed	05:10 17:50	4.58 4.07	11:27 23:31	0.99 1.51	04:57	22:00	D
3	Thu	06:09 18:48	4.40 4.00	12:15	1.19	04:58	21:59	
4	Fri	07:10 19:46	4.26 4.01	00:25 13:09	1.63 1.36	04:59	21:59	
5	Sat	08:12 20:42	4.18 4.08	01:28 14:13	1.71 1.47	05:00	21:58	
6	Sun	09:10 21:34	4.17 4.21	02:39 15:23	1.70 1.50	05:01	21:57	
7	Mon	10:03 22:21	4.21 4.37	03:56 16:26	1.62 1.45	05:02	21:57	
8	Tue	10:51 23:02	4.29 4.52	05:00 17:19	1.48 1.36	05:03	21:56	
9	Wed	11:34 23:39	4.38 4.67	05:49 18:01	1.32 1.25	05:04	21:55	
10	Thu	12:12	4.47	06:27 18:37	1.15 1.13	05:05	21:54	0
11	Fri	00:14 12:48	4.80 4.54	07:01 19:11	0.97 1.01	05:07	21:53	
12	Sat	00:49 13:25	4.90 4.61	07:34 19:45	0.81 0.92	05:08	21:52	
13	Sun	01:27 14:04	4.99 4.65	08:08 20:20	0.67 0.86	05:09	21:51	
14	Mon	02:09 14:47	5.04 4.67	08:46 20:57	0.58 0.84	05:10	21:50	
15	Tue	02:53 15:32	5.06 4.65	09:25 21:36	0.55 0.88	05:11	21:49	
16	Wed	03:41 16:20	5.04 4.60	10:07 22:17	0.58 0.96	05:13	21:48	

All times are given in local time.

AU	GUS	T 20)25					
Date	Day	High \	Vater	Low V	Vater	Sun Ri:	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOUTI
1	Fri	05:06 17:38	4.36 4.04	11:26 23:36	1.29 1.59	05:38	21:23	C
2	Sat	06:06 18:41	4.13 3.95	12:14	1.53	05:39	21:22	
3	Sun	07:21 19:52	3.96 3.96	00:35 13:14	1.78 1.72	05:41	21:20	
4	Mon	08:33 20:57	3.93 4.07	01:47 14:29	1.86 1.78	05:43	21:18	
5	Tue	09:36 21:52	4.02 4.27	03:16 15:49	1.78 1.70	05:45	21:16	
6	Wed	10:30 22:39	4.19 4.50	04:34 16:53	1.56 1.50	05:46	21:14	
7	Thu	11:15 23:18	4.38 4.72	05:27 17:38	1.28 1.27	05:48	21:12	
8	Fri	11:53 23:52	4.55 4.93	06:06 18:16	0.98 1.03	05:50	21:10	
9	Sat	12:27	4.69	06:39 18:50	0.70 0.80	05:52	21:08	0
10	Sun	00:26 13:01	5.10 4.80	07:12 19:23	0.46 0.63	05:53	21:06	
11	Mon	01:02 13:38	5.23 4.87	07:46 19:57	0.29 0.53	05:55	21:04	
12	Tue	01:41 14:17	5.30 4.88	08:23 20:33	0.23 0.51	05:57	21:02	
13	Wed	02:24 15:00	5.30 4.84	09:00 21:11	0.28 0.59	05:59	21:00	
14	Thu	03:10 15:46	5.22 4.75	09:40 21:53	0.44 0.76	06:00	20:57	
15	Fri	04:00 16:37	5.06 4.60	10:24 22:39	0.68 0.98	06:02	20:55	
16	Sat	04:56 17:35	4.81 4.42	11:14 23:34	0.99 1.24	06:04	20:53	C

All times are given in local time.

	ı						<i>'</i> C .	1
Date	Day	High \	vater m	Low V	vater m	Sun Ri	se/Set Time	Moon
17	Thu	04:31 17:12	4.97 4.51	10:52 23:04	0.67 1.07	05:14	21:47	
18	Fri	05:25 18:09	4.85 4.41	11:43 23:58	0.83 1.21	05:16	21:46	D
19	Sat	06:26 19:14	4.69 4.35	12:41	1.01	05:17	21:44	
20	Sun	07:37 20:25	4.57 4.37	01:03 13:54	1.32 1.15	05:18	21:43	
21	Mon	08:54 21:33	4.53 4.51	02:23 15:17	1.33 1.20	05:20	21:41	
22	Tue	10:05 22:33	4.59 4.70	03:51 16:37	1.21 1.14	05:21	21:40	
23	Wed	11:07 23:27	4.69 4.90	05:10 17:42	0.98 1.02	05:23	21:38	
24	Thu	12:01	4.76	06:14 18:33	0.72 0.90	05:25	21:37	•
25	Fri	00:12 12:48	5.04 4.77	07:01 19:13	0.52 0.82	05:26	21:35	
26	Sat	00:54 13:28	5.12 4.72	07:43 19:48	0.41 0.79	05:28	21:34	
27	Sun	01:31 14:06	5.12 4.63	08:20 20:21	0.40 0.82	05:29	21:32	
28	Mon	02:09 14:42	5.07 4.52	08:55 20:55	0.47 0.89	05:31	21:31	
29	Tue	02:49 15:21	4.96 4.40	09:30 21:29	0.61 1.01	05:33	21:29	
30	Wed	03:31 16:03	4.80 4.29	10:07 22:07	0.81 1.18	05:34	21:27	
31	Thu	04:16 16:47	4.60 4.16	10:44 22:48	1.04 1.38	05:36	21:25	

All times are given in local time.

Date	Day	High V	Vater	Low V	Vater	Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	WOOT
17	Sun	06:02 18:48	4.53 4.28	12:13	1.31	06:06	20:51	
18	Mon	07:27 20:11	4.32 4.29	00:45 13:33	1.44 1.52	06:07	20:49	
19	Tue	08:54 21:26	4.30 4.46	02:17 15:11	1.46 1.53	06:09	20:46	
20	Wed	10:09 22:30	4.42 4.70	03:56 16:36	1.26 1.37	06:11	20:44	
21	Thu	11:10 23:22	4.58 4.93	05:13 17:35	0.95 1.16	06:13	20:42	
22	Fri	11:59	4.68	06:07 18:20	0.67 0.96	06:15	20:40	
23	Sat	00:05 12:38	5.07 4.70	06:50 18:57	0.47 0.82	06:16	20:37	•
24	Sun	00:39 13:09	5.12 4.66	07:26 19:29	0.38 0.74	06:18	20:35	
25	Mon	01:09 13:36	5.11 4.61	07:57 19:58	0.39 0.72	06:20	20:33	
26	Tue	01:40 14:06	5.05 4.57	08:28 20:28	0.48 0.76	06:22	20:30	
27	Wed	02:14 14:39	4.95 4.52	08:57 20:58	0.63 0.87	06:24	20:28	
28	Thu	02:51 15:15	4.79 4.45	09:28 21:30	0.83 1.04	06:25	20:26	
29	Fri	03:32 15:55	4.59 4.33	10:00 22:05	1.08 1.27	06:27	20:23	
30	Sat	04:16 16:40	4.34 4.17	10:37 22:46	1.35 1.54	06:29	20:21	
31	Sun	05:09 17:35	4.05 3.99	11:23 23:46	1.65 1.79	06:31	20:18	D

Soldiers Point, Dundalk

SEI	PTE	MBE	R 20)25				
Date	Day	High V	Water	Low Water		Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVICOTT
1	Mon	06:25 18:55	3.80 3.88	12:28	1.89	06:33	20:16	
2	Tue	08:00 20:21	3.75 3.95	01:06 13:46	1.92 1.97	06:34	20:14	
3	Wed	09:13 21:24	3.91 4.19	02:39 15:17	1.81 1.83	06:36	20:11	
4	Thu	10:09 22:13	4.17 4.48	04:06 16:26	1.50 1.54	06:38	20:09	
5	Fri	10:54 22:52	4.44 4.78	04:59 17:12	1.11 1.20	06:40	20:06	
6	Sat	11:30 23:27	4.68 5.06	05:37 17:49	0.72 0.87	06:41	20:04	
7	Sun	12:02	4.86	06:13 18:23	0.37 0.57	06:43	20:01	0
8	Mon	00:00 12:34	5.28 5.00	06:47 18:58	0.11 0.36	06:45	19:59	
9	Tue	00:35 13:09	5.43 5.07	07:21 19:33	-0.02 0.25	06:47	19:56	
10	Wed	01:13 13:47	5.48 5.07	07:57 20:10	0.00 0.27	06:49	19:54	
11	Thu	01:56 14:30	5.43 5.00	08:36 20:49	0.16 0.41	06:50	19:52	
12	Fri	02:43 15:16	5.26 4.86	09:15 21:32	0.45 0.66	06:52	19:49	
13	Sat	03:36 16:09	4.99 4.66	10:00 22:22	0.83 0.97	06:54	19:47	
14	Sun	04:36 17:10	4.65 4.44	10:51 23:22	1.23 1.27	06:56	19:44	C
15	Mon	05:52 18:31	4.32 4.29	11:56	1.59	06:57	19:42	
16	Tue	07:29 20:00	4.15 4.32	00:38 13:22	1.46 1.77	06:59	19:39	

oc.	ТОВ	ER 2	202	5				
Date	Day	High \	Vater	Low Water		Sun Ri	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOOIT
1	Wed	07:27 19:36	3.71 3.95	00:31 13:10	1.86 2.04	07:26	19:02	
2	Thu	08:44 20:46	3.90 4.17	01:58 14:35	1.71 1.86	07:28	18:59	
3	Fri	09:41 21:38	4.20 4.49	03:19 15:41	1.37 1.54	07:30	18:57	
4	Sat	10:24 22:19	4.51 4.83	04:15 16:33	0.95 1.16	07:32	18:55	
5	Sun	11:00 22:56	4.78 5.14	05:00 17:15	0.54 0.78	07:33	18:52	
6	Mon	11:33 23:32	4.99 5.37	05:41 17:54	0.20 0.46	07:35	18:50	
7	Tue	12:06	5.14	06:19 18:33	-0.03 0.24	07:37	18:47	0
8	Wed	00:10 12:42	5.51 5.22	06:57 19:12	-0.09 0.14	07:39	18:45	
9	Thu	00:51 13:21	5.53 5.21	07:34 19:51	0.00 0.19	07:41	18:42	
10	Fri	01:36 14:06	5.41 5.12	08:14 20:34	0.25 0.37	07:43	18:40	
11	Sat	02:26 14:55	5.19 4.97	08:55 21:20	0.61 0.64	07:45	18:38	
12	Sun	03:23 15:51	4.87 4.77	09:43 22:13	1.03 0.94	07:46	18:35	
13	Mon	04:30 16:57	4.52 4.56	10:37 23:15	1.44 1.20	07:48	18:33	C
14	Tue	05:54 18:19	4.24 4.43	11:41	1.75	07:50	18:31	
15	Wed	07:22 19:42	4.15 4.46	00:29 13:03	1.34 1.87	07:52	18:28	
16	Thu	08:44 20:56	4.26 4.62	02:00 14:35	1.28 1.77	07:54	18:26	

All times are given in local time.

Date	Day	High \	Vater	Low V	Vater	Sun Rise/Set		Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOUTI
17	Wed	08:57 21:18	4.22 4.52	02:18 15:03	1.41 1.70	07:01	19:37	
18	Thu	10:09 22:21	4.41 4.77	03:53 16:21	1.15 1.47	07:03	19:34	
19	Fri	11:03 23:10	4.58 4.98	04:59 17:16	0.85 1.20	07:05	19:32	
20	Sat	11:45 23:50	4.68 5.08	05:49 18:01	0.61 0.98	07:06	19:29	
21	Sun	12:20	4.69	06:29 18:37	0.47 0.82	07:08	19:27	•
22	Mon	00:21 12:45	5.09 4.67	07:03 19:08	0.43 0.73	07:10	19:24	
23	Tue	00:47 13:07	5.04 4.66	07:32 19:36	0.47 0.70	07:12	19:22	
24	Wed	01:14 13:33	4.98 4.66	07:59 20:04	0.58 0.75	07:14	19:19	
25	Thu	01:45 14:05	4.88 4.65	08:26 20:31	0.73 0.85	07:15	19:17	
26	Fri	02:21 14:40	4.74 4.60	08:53 21:02	0.91 1.01	07:17	19:14	
27	Sat	03:00 15:19	4.55 4.49	09:22 21:35	1.14 1.23	07:19	19:12	
28	Sun	03:44 16:04	4.31 4.31	09:57 22:13	1.42 1.49	07:21	19:09	
29	Mon	04:35 16:56	4.03 4.10	10:41 23:08	1.72 1.74	07:23	19:07	D
30	Tue	05:45 18:04	3.77 3.93	11:48	1.98	07:24	19:04	

All times are given in local time.

Date	Day	High V	Vater	Low V	Vater	Sun Ri	Moon	
54.0	50,	Time	m	Time	m	Time	Time	
17	Fri	09:50 21:57	4.44 4.81	03:24 15:49	1.07 1.54	07:56	18:24	
18	Sat	10:40 22:47	4.59 4.95	04:29 16:47	0.85 1.29	07:58	18:21	
19	Sun	11:21 23:27	4.69 5.00	05:20 17:34	0.69 1.07	08:00	18:19	
20	Mon	11:54 23:59	4.72 4.98	06:01 18:13	0.62 0.92	08:02	18:17	
21	Tue	12:18	4.73	06:36 18:46	0.62 0.85	08:04	18:15	•
22	Wed	00:26 12:42	4.92 4.75	07:06 19:17	0.68 0.84	08:06	18:12	
23	Thu	00:54 13:08	4.85 4.77	07:33 19:46	0.78 0.88	08:07	18:10	
24	Fri	01:24 13:39	4.76 4.77	07:59 20:13	0.91 0.97	08:09	18:08	
25	Sat	02:00 14:15	4.65 4.72	08:26 20:43	1.06 1.10	08:11	18:06	
26	Sun	01:39 13:54	4.50 4.62	07:57 20:17	1.26 1.26	07:13	17:04	
27	Mon	02:23 14:39	4.30 4.46	08:33 20:56	1.48 1.43	07:15	17:02	
28	Tue	03:15 15:31	4.09 4.28	09:17 21:47	1.73 1.59	07:17	16:59	
29	Wed	04:18 16:31	3.91 4.14	10:16 22:55	1.93 1.65	07:19	16:57	D
30	Thu	05:40 17:43	3.86 4.13	11:30	1.98	07:21	16:55	
31	Fri	06:58 18:53	4.00 4.28	00:09 12:41	1.53 1.83	07:23	16:53	

Soldiers Point, Dundalk

NO	VEN	IBER	20	25				
Date	Day	High Water		Low V	Low Water		se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOOTT
1	Sat	07:57 19:50	4.26 4.55	01:20 13:46	1.25 1.55	07:25	16:51	
2	Sun	08:43 20:39	4.55 4.85	02:23 14:44	0.89 1.20	07:27	16:49	
3	Mon	09:24 21:23	4.82 5.13	03:17 15:36	0.55 0.85	07:29	16:47	
4	Tue	10:02 22:06	5.04 5.34	04:06 16:23	0.28 0.54	07:31	16:45	
5	Wed	10:40 22:51	5.20 5.44	04:52 17:11	0.12 0.33	07:33	16:43	0
6	Thu	11:21 23:37	5.29 5.43	05:36 17:55	0.11 0.23	07:35	16:42	
7	Fri	12:04	5.29	06:17 18:40	0.24 0.26	07:37	16:40	
8	Sat	00:26 12:51	5.30 5.23	06:59 19:26	0.48 0.40	07:39	16:38	
9	Sun	01:20 13:43	5.08 5.10	07:43 20:15	0.81 0.60	07:41	16:36	
10	Mon	02:19 14:41	4.80 4.93	08:30 21:07	1.16 0.83	07:43	16:34	
11	Tue	03:27 15:47	4.52 4.77	09:23 22:03	1.49 1.03	07:44	16:33	
12	Wed	04:42 16:59	4.30 4.64	10:22 23:08	1.73 1.16	07:46	16:31	C
13	Thu	05:58 18:11	4.22 4.60	11:31	1.84	07:48	16:29	
14	Fri	07:10 19:20	4.27 4.64	00:22 12:47	1.19 1.80	07:50	16:28	
15	Sat	08:13 20:21	4.40 4.72	01:38 14:03	1.13 1.64	07:52	16:26	
16	Sun	09:05 21:13	4.53 4.78	02:46 15:07	1.04 1.45	07:54	16:25	

All times are given in local time.

DE	CEM	IBER	20	25				
Date	Day	High Water		Low Water		Sun Ri:	se/Set	Moon
Date	Day	Time	m	Time	m	Time	Time	IVIOUTI
1	Mon	07:57 19:59	4.53 4.82	01:29 13:54	0.95 1.30	08:20	16:07	
2	Tue	08:47 20:54	4.76 5.00	02:33 14:56	0.76 1.03	08:22	16:07	
3	Wed	09:35 21:48	4.97 5.16	03:34 15:59	0.59 0.77	08:23	16:06	
4	Thu	10:21 22:39	5.15 5.24	04:30 16:54	0.49 0.55	08:24	16:05	0
5	Fri	11:07 23:31	5.27 5.24	05:20 17:46	0.47 0.41	08:26	16:05	
6	Sat	11:54	5.32	06:07 18:34	0.54 0.35	08:27	16:04	
7	Sun	00:22 12:42	5.15 5.31	06:50 19:21	0.68 0.38	08:29	16:04	
8	Mon	01:15 13:33	4.99 5.23	07:33 20:07	0.89 0.49	08:30	16:03	
9	Tue	02:12 14:27	4.78 5.11	08:17 20:54	1.12 0.64	08:31	16:03	
10	Wed	03:11 15:26	4.56 4.95	09:03 21:43	1.36 0.83	08:32	16:03	
11	Thu	04:13 16:27	4.37 4.79	09:54 22:35	1.56 1.02	08:33	16:03	C
12	Fri	05:18 17:30	4.24 4.64	10:49 23:34	1.71 1.19	08:34	16:03	
13	Sat	06:21 18:33	4.20 4.54	11:54	1.78	08:35	16:03	
14	Sun	07:21 19:35	4.25 4.49	00:41 13:07	1.30 1.76	08:36	16:03	
15	Mon	08:16 20:31	4.35 4.48	01:54 14:22	1.35 1.66	08:37	16:03	
16	Tue	09:04 21:22	4.48 4.50	03:00 15:29	1.34 1.53	08:38	16:03	

All times are given in local time.

Date	Day	High \	Vater	Low V	Vater	Sun Rise/Set		Moon
Date	Day	Time	m	Time	m	Time	Time	WOOT
17	Mon	09:47 21:57	4.63 4.80	03:43 16:02	0.96 1.28	07:56	16:23	
18	Tue	10:21 22:33	4.71 4.78	04:30 16:47	0.93 1.15	07:58	16:22	
19	Wed	10:51 23:06	4.76 4.74	05:09 17:27	0.94 1.08	08:00	16:20	
20	Thu	11:19 23:36	4.81 4.69	05:42 18:00	0.97 1.06	08:01	16:19	•
21	Fri	11:48	4.84	06:12 18:32	1.03 1.07	08:03	16:18	
22	Sat	00:09 12:19	4.64 4.85	06:39 19:00	1.11 1.11	08:05	16:16	
23	Sun	00:44 12:55	4.57 4.82	07:07 19:30	1.20 1.15	08:07	16:15	
24	Mon	01:23 13:36	4.49 4.75	07:39 20:04	1.31 1.21	08:09	16:14	
25	Tue	02:07 14:21	4.38 4.65	08:16 20:43	1.45 1.26	08:10	16:13	
26	Wed	02:56 15:09	4.26 4.55	08:57 21:27	1.59 1.31	08:12	16:12	
27	Thu	03:51 16:02	4.16 4.47	09:46 22:19	1.71 1.32	08:14	16:11	
28	Fri	04:54 17:00	4.12 4.44	10:43 23:18	1.76 1.27	08:15	16:10	D
29	Sat	06:00 18:01	4.17 4.50	11:45	1.70	08:17	16:09	
30	Sun	07:02 19:01	4.32 4.64	00:23 12:50	1.14 1.53	08:19	16:08	

All times are given in local time.

Date	Day	High V	Vater	Low V	Vater	Sun Rise/Set		Moon
Date	Day	Time	m	Time	m	Time	Time	WOOT
17	Wed	09:45 22:06	4.60 4.52	03:56 16:23	1.31 1.40	08:39	16:03	
18	Thu	10:23 22:45	4.71 4.53	04:43 17:09	1.27 1.30	08:40	16:03	
19	Fri	10:57 23:21	4.80 4.54	05:20 17:46	1.24 1.22	08:40	16:04	
20	Sat	11:30 23:55	4.86 4.55	05:53 18:18	1.21 1.15	08:41	16:04	•
21	Sun	12:03	4.90	06:23 18:47	1.19 1.09	08:42	16:04	
22	Mon	00:29 12:37	4.56 4.91	06:52 19:16	1.18 1.03	08:42	16:05	
23	Tue	01:06 13:16	4.55 4.91	07:23 19:49	1.18 0.97	08:43	16:05	
24	Wed	01:47 13:59	4.53 4.88	07:58 20:24	1.22 0.94	08:43	16:06	
25	Thu	02:31 14:44	4.49 4.84	08:35 21:02	1.27 0.92	08:43	16:07	
26	Fri	03:20 15:31	4.44 4.79	09:17 21:45	1.34 0.95	08:44	16:08	
27	Sat	04:12 16:22	4.38 4.73	10:03 22:34	1.41 1.00	08:44	16:08	D
28	Sun	05:09 17:18	4.34 4.67	10:56 23:31	1.46 1.06	08:44	16:09	
29	Mon	06:11 18:20	4.35 4.64	11:57	1.47	08:44	16:10	
30	Tue	07:15 19:27	4.43 4.66	00:38 13:09	1.10 1.40	08:44	16:11	
31	Wed	08:18 20:35	4.59 4.74	01:54 14:27	1.08 1.23	08:44	16:12	



- Berths 26 & 27 (New Ro-Ro Jetty)
- · Berths 28, 31, 32, 33 & 34
- Berth 50 New Tug Access and Floating Pontoon
- · Capital Dredge Programme
- Red Brick Substation & Graving Dock Heritage Works
- · RTG Stack K
- · Terminal 4 Link Bridge
- Terminal 4 Redevelopment (South, Central & North)
- Terminal 3
- Terminal 7
- · Terminal 8
- Upgrades to Alexandra Quay East
- · Watermain Upgrade Project















Dan ReillyManaging Director dan.reilly@dbfl.ie



Bill Bates
Director
Civils & Infrastructure
bill.bates@dbfl.ie



David Bourke
Associate Director
Civils & Infrastructure
david.bourke@dbfl.ie





- +353 1 400 4000
- www.dbfl.ie
- info@dbfl.ie

Dublin Office

Ormond House Upper Ormond Quay Dublin 7 D07 W704

Cork Office

14 South Mall Cork T12 CT91

Galway Office

Odeon House 7 Eyre Square Galway H91 YNC8

Waterford Office

Suite 8b The Atrium Maritana Gate Canada St Waterford X91 W028

RO-RO TERMINALS

Terminal	Operator	Berth Details	Facility Details	Contact Details
T1	Irish Ferries	Berth No.49 Length 210m Depth at L.A.T. 9.1 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 180m Depth at L.A.T. 7.7m 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
Т2	Stena Line	Berth No. 51 Length 200m Depth at L.A.T. 7.8m 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	+353 1 704 7131 www.stenalinefreight.com

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

RO-RO TERMINALS

Terminal	Operator	Berth Details	Facility Details	Contact Details
T4	CLdN	Berth No. 26 Length 240m Depth at L.A.T. 6.8m 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.cldn.com
T4	CLdN	Berth No. 27 Length 240m Depth at L.A.T. 6.8m 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.cldn.com
T5	CLdN	Berth No. 52 Length 200m Depth at L.A.T 7.9m Standard Depth	Ramp No. 7 Single Tier Ramp Length of Shore Ramp 35m Width of Shore Ramp 20m at ship end Max Vehicle Load 180 tonnes	+353 1 823 0492 www.cldn.com
T5	Stena Line	Berth No. 52 Length 200m Depth at L.A.T. 7.9m 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 1 704 7131 www.stenalinefreight. com
Ocean Pier	CLdN	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

LO-LO TERMINALS

Terminal	Operator	Berth Details	Facility Details	Contact Details
Dublin Ferryport Terminals	DFT	Berth No's 50 & 50A Total Berth Lengths 530m Depth at L.A.T. 9.50-11.00m 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 630m Depth at L.A.T. 8.50-11.00m standard	Cranes 3 x 40 tonne Ship to Shore Gantry Second-handling equipment 4 x 40 tonne RMG Reefer Points 330 4 x Empty Container Handler 1 x Reachstacker 9 Shunts & Trailers	+353 1 618 5400 www.peelports.com
Ocean Pier	Doyle Shipping Group (DSG)	Berth No.'s 32,33,38,39,40 Total Berth Length 770m Depth at L.A.T. 8.9-10.3	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 Length 200m Depth 6.5m 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	2	Visit www. irishferriesfreight. com	Visit www. irishferriesfreight. com	Terminal 1	
Swift *seasonal (Passenger & Freight) Tel: +353 (0)818 22 15 60	Holyhead	2	Visit www. irishferriesfreight. com	Visit www. irishferriesfreight. com	Terminal 1	
Isle of Inisheer (Passenger & Freight) Tel: +353 (0)818 22 15 60	check website for schedule (As Inisheer operates a hybrid schedule)					
W.B. Yeats (Passenger & Freight) Tel: +353 (0)818 22 15 60	Cherbourg check website for schedule (As W.B. Yeats changes scheduled days during the summer)					

STENA LINE

Ferry		Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Stena Estrid (Passengers & Freight) Freight Tel: +44 870 8503535 Passengers Tel: +353 1 907 5555		Holyhead	2	12.15 23.45	14.45 02.15	Terminal 2
Stena Adventurer (Passengers & Freight) Freight Tel: +44 870 8503535 Passengers Tel: +353 1 907 5555		Holyhead	2	05.30 18.00	08.15 20.30	Terminal 2
Stena Horizon *temporarily Freight Tel: +44 870 8503535 Passengers Tel: +353 1 907 5555		Birkenhead	1	02:00	06:30	Terminal 5
Terminal 1 Ferryport, Alexandra Road, Dublin Port, Dublin 1, D01 P3K2 Terminal 2 Ferryport, Alexandra Road, Dublin Port, Dublin 1, D01 WD28 Terminal 4 Tolka Quay Road, Dublin Port, Dublin 1, D01 Y6X8 Terminal 5 Alexandra Road Extension, Dublin Port, Dublin 1, D01 AC93 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.

RO-RO SCHEDULE

ISLE OF MAN STEAM PACKET COMPANY

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

CLDN

Ferry	Port	Sailings Per Day /Week	Arrival Times Dublin	Departure Times Dublin	Terminal
RoRo Ferry	Liverpool	1 sailing Sunday	See www.schedules.	See www.schedules.	Terminal 4
		2 sailings Monday	cldnroro.co.uk for details	cldnroro.co.uk for details	
		4 sailings Tues-Thursday			
		3 sailings Fri & Sat			
	Heysham	6 sailings per week	9.30 (Tue to Sun)	12.30 (Mon to Sat)	Terminal 4
	Zeebrugge	2 sailings per week	14.00 (Thursday) 08.00 (Sunday)	13.00 (Monday) 20.00 (Sunday)	Ocean Pier
	Rotterdam	3 sailings per week	10.00 (Monday) 05.00 (Thursday) 14.00 (Saturday)	19.00 (Monday) 13.00 (Thursday) 21.00 (Saturday)	Ocean Pier
	Santander	2 sailings per week	20.00 (Monday) 08.00 (Friday)	02.00 (Tuesday) 14.00 (Friday)	Ocean Pier

Terminal 1	Ferryport, Alexandra Road, Dublin Port, Dublin 1, DO1 P3K2
Terminal 2	Ferryport, Alexandra Road, Dublin Port, Dublin 1, DO1 WD28
Terminal 4	Tolka Quay Road, Dublin Port, Dublin 1, D01 Y6X8
Terminal 5	Alexandra Road Extension, Dublin Port, Dublin 1, D01 AC93
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.

LO-LO SCHEDULE

EUROPEAN

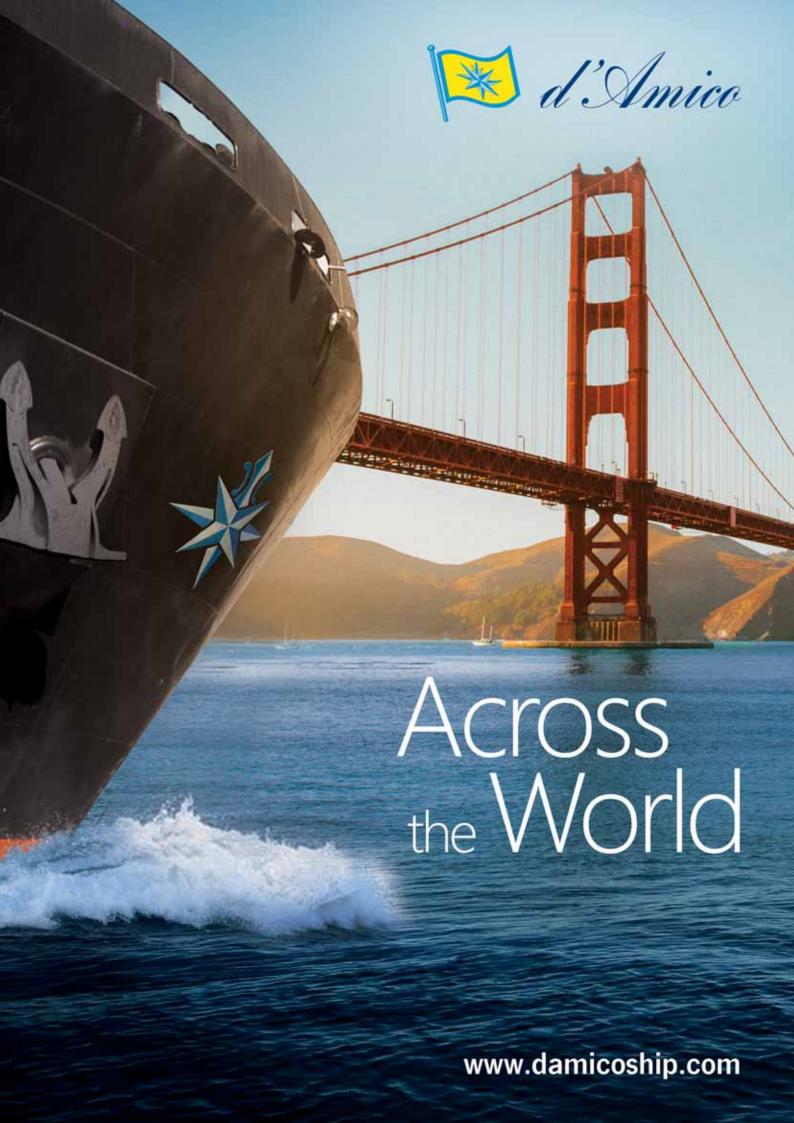
Country	Port	Frequency	Agent	Line	Contact Details
Belgium	Antwerp (Exports only) Zeebrugge	2 sailings weekly 2 sailings weekly 1 sailing weekly	Seabridge Liner Agencies DSG Jenkinson Agencies Seabridge Liner Agencies DSG	BG Freight Line Eucon MSC Diamond Line – COSCO Shipping X-Press Borchard Lines Diamond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

IRISH SEA

Country	Port	Frequency	Agent	Line	Contact Details
UK	Liverpool (Imports only)	1 sailing weekly 4 sailings weekly 1 sailing weekly	CMA CGM Jenkinson Agencies	BG Freight Line CMA CGM Borchard Lines	+353 1 803 8700 +353 1 887 7437 +353 1 816 3500
	Southampton	1 sailing weekly	DSG	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 Ashdod	1 sailing weekly 1 sailing weekly	Jenkinson Agencies Jenkinson Agencies	Borchard Lines Borchard Lines	+353 1 816 3500 +353 1 816 3500



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
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

STENALINE

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Stena Estrid (Passengers & Freight) Freight Tel: +44 870 8503535 Passengers Tel: +353 1 907 5555	Holyhead	2	(Until July 1st) 13:05 01:40 (From July 1st) 12:15 23:45	(Until July 1st) 16:30 04:00 (From July 1st) 14:45 02:15	Terminal 2
Stena Adventurer (Passengers & Freight) Freight Tel: +44 870 8503535 Passengers Tel: +353 1 907 5555	Holyhead	2	(Until July 1st) 07:30 19:20 (From July 1st) 05:30 18:00	(Until July 1st) 10:10 22:35 (From July 1st) 08:15 20:30	Terminal 2
Bore Song *temporarily Freight Tel: +44 870 8503535 Passengers Tel: +353 1 907 5555	Birkenhead	1	02:00	06:30	Terminal 5

ISLE OF MAN STEAM PACKET COMPANY

Ferry		Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Fastcraft Man Tel: 0044 8722		Douglas		Seasonal	Seasonal	Terminal 1
Terminal 1 Terminal 2 Terminal 4 Terminal 5 Ocean Pier	Ferryport, Alexandra Ro Ferryport, Alexandra Ro Tolka Quay Road, Dublir Alexandra Road Extens Branch Road North, Ale	oad, Dublin Po Port, Dublin ion, Dublin Po	ort, Dublin 1, D01 Y6X ort, Dublin	1, D01 WD28 8 1, D01 AC93		

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.

2024

Janu	ary				2024	Febru	ıary	,		2024	4 Marc	h			2024	1	April				20	024	May					20	024	June				2	2024	ļ
Week	1	2	3	4	5	Week	5	6	7	8 9	Week	9	10	11	12 13		Week	14	15	16	17	18	Wee	k 1	8 .	19	20	21	22	Week	22	23	24	25	26	
M	1	8	15	22	29	М		5	12	19 26	М		4	11	18 25		М	1	8	15	22	29	М			6	13	20	27	М		3	10	17	24	
T	2	9	16	23	30	Т		6	13	20 27	Т		5	12	19 26		Т	2	9	16	23	30	Т			7	14	21	28	Т		4	11	18	25	
W	3	10	17	24	31	W		7	14	21 28	W 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		Т	1	8	15	22 29	Т		7	14	21 28		T	4	11	18	25		Т	:	2	9	16	23	30	Т		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 1	12	19	26		S	2	9	16	23	30	
							•		10	20	3	5	10	17	24 31		•	•								12				•	-				00	
July					2024	Augu	st		10	2024				17	2024	1	Octob	er				202	24 Nov	eml		_	.,		024	Decei	mbe	r			024	
	27	28	29	30		Augu		32		2024	4 Sept	embe	er								43		Nov Wee		ber									2	024	
	27	28	29 15							2024	4 Sept	embe	er	37	2024	40	Octob		41	42		44			ber		46	2 0		Decei				2	2 024 52	
July Week M T	27 1 2			22	31	Week		5	33	202 4	4 September 1 September 2 Sept	embe	er 36 2	37 9	202 4	40	Octok Week		41	42 14	43	44 28	Wee		ber	45	46	2 (47	48	Decei Week		49	50	2	52 23	1 30
Week	27 1 2 3	8	15	22	31 29 30	Week		5	33	2024 34 35 19 26	4 Septi Week M T	embe	er 36 2	37 9 10	202 4 38 39 16 23	40	Octok Week		41	42 14	43 21 22	44 28	Wee		ber	45	46 11 12	2 (47	48 25 26	Decei Week		49 2	50	51 16 17	52 23 24	1 30 31
Week M T	27 1 2 3 4	8	15 16	22 23 24	31 29 30	Week M T		5	33 12 13	2024 34 35 19 26 20 27	Week M T W	embe	2 3 4	37 9 10 11	202 4 38 39 16 23 17 24	40	Octob Week M T		41 7 8	42 14 15	43 21 22	44 28 29 30	Wee M		ber	45 4 5 6	46 11 12 13	47 18 19 20	48 25 26	Decei Week M T		49 2 3	50	51 16 17	52 23 24 25	1 30 31
Week M T	1 2 3	8	15 16 17	22 23 24 25	31 29 30	Week M T		5 6 7	33 12 13 14	2024 34 35 19 26 20 27 21 28	Week Week Week M T W T	embe	36 2 3 4 5	37 9 10 11 12	2024 38 39 16 23 17 24 18 25	40	Octob Week M T	40 1 2	41 7 8 9	42 14 15 16 17	43 21 22 23	44 28 29 30	Wee M T W		ber	45 4 5 6 7	46 11 12 13	47 18 19 20	48 25 26 27 28	Decei Week M T W		49 2 3 4	50 9 10 11	51 16 17 18 19	52 23 24 25	1 30 31
Week M T W T	1 2 3 4	8 9 10 11	15 16 17 18 19	22 23 24 25	31 29 30	Week M T W T		5 6 7 8	33 12 13 14 15	2024 34 35 19 26 20 27 21 28 22 29	Week Week Week M T W T	embe	36 2 3 4 5 6	37 9 10 11 12 13	2024 38 39 16 23 17 24 18 25 19 26	40	Octob Week M T W	40 1 2	41 7 8 9 10	42 14 15 16 17	43 21 22 23 24	44 28 29 30	Wee M T W T		ber 14	45 4 5 6 7 8	46 11 12 13 14 15	47 18 19 20 21 22	48 25 26 27 28	Decer Week M T W		49 2 3 4 5	50 9 10 11 12	51 16 17 18 19	52 23 24 25 26 27	1 30 31

2025

Janu	uar	у				2025	Febr	uar	у			2025	March	1			20	025	April				2	025	May					2	2025	June					20	25
Week	ζ.	1	2	3	4	5	Weel	k 5	6	5 7	7 ;	8 9	Week	9	10	11	12	13 14	Week	14	15	16	17	18	Week	(1	8 1	9	20	21	22	Week	22	23	3 2	4 2	5 2	26 27
М			6	13	20	27	M		3	10	0 1	7 24	M		3	10	17	24 31	M		7	14	21	28	M			5	12	19	26	M		2	ç	10	5 2	23 30
Т			7	14	21	28	Т		4	11	1 1	8 25	T		4	11	18	25	T	1	8	15	22	29	Т			6	13	20	27	T		3	10) 1	7 2	24
W		1	8	15	22	29	W		5	5 1:	2 1	9 26	W		5	12	19	26	W	2	9	16	23	30	W			7	14	21	28	W		4	11	18	8 2	25
Т	- 2	2	9	16	23	30	Т		6	1:	3 2	20 27	Т		6	13	20	27	Т	3	10	17	24		Т	1		8	15	22	29	Т		5	12	2 1	9 2	26
F		3	10	17	24	31	F		7	1.	4 2	21 28	F		7	14	21	28	F	4	11	18	25		F	2	2	9	16	23	30	F		6	13	3 2	0 2	27
S		4	11	18	25		S	1	8	3 1!	5 2	22	S	1	8	15	22	29	S	5	12	19	26		S	3	3 1	0	17	24	31	S		7	14	1 2	1 2	28
S	!	5	12	19	26		S	2	9	10	5 2	23	S	2	9	16	23	30	S	6	13	20	27		S	4	1 1	1	18	25		S	1	8	15	5 2	2 2	29
July						2025	Aug	ust				2025	Septe	mb	er		20	025	Octob	oer				2025	Nove	em	ber			2	2025	Dece	mbe	er			202	25
Week	< 2	27	28	29	30	31	Weel	k 31	3:	2 3	3 3	34 35	Week	36	37	38	39	40	Week	40	41	42	43	44	Week	k 4	14	45	46	47	48	Week	49	50	5	1 5	2	1
M			7	14	21	28	M		4	11	1 1	8 25	M	1	8	15	22	29	M		6	13	20	27	M			3	10	17	24	M	1	8	15	5 2	2 2	29
Т		1	8	15	22	29	Т		5	5 1:	2 1	9 26	Т	2	9	16	23	30	Т		7	14	21	28	Т			4	11	18	25	Т	2	9	16	2	3 3	30
W		2	9	16	23	30	W		6	5 1:	3 2	20 27	W	3	10	17	24		W	1	8	15	22	29	W			5	12	19	26	W	3	10	17	2	4 3	31
Т		3	10	17	24	31	Т		7	1-	4 2	21 28	T	4	11	18	25		T	2	9	16	23	30	Т			6	13	20	27	Т	4	11	18	3 2	5	
F		4	11	18	25		F	1	8	3 1!	5 2	22 29	F	5	12	19	26		F	3	10	17	24	31	F			7	14	21	28	F	5	12	19	2	6	
S	. !	5	12	19	26		S	2	9	10	5 2	23 30	S	6	13	20	27		S	4	11	18	25		S		1	8	15	22	29	S	6	13	20	2	7	
S		6	13	20	27		S	3	10) 1	7 3	24 31	S	7	14	21	28		S	5	12	19	26		S		2	9	16	22	30	S	7	14	2	1 2	Q	

2026

Janua	ary				2026	Febru	uary	1		2	026	Mai	ch				2026	April				2	026	May				2	026		June					202
Neek	1	2	3	4	5	Week	5	6	7	8	9	Wee	ek (9 10	11	1 12	2 13 1	Week	14	15	16	17	18	Week	18	19	20	21	22		Week	23	24	25	2	6 27
М		5	12	19	26	M		2	9	16	23	М		2	ç	9 16	23 3) M		6	13	20	27	М		4	11	18	25		M	1	8	15	2	2 29
Т		6	13	20	27	Т		3	10	17	24	Т		3	10	o 1 7	24 3	Т		7	14	21	28	Т		5	12	19	26		Т	2	9	16	2	3 30
W		7	14	21	28	W		4	11	18	25	W		4	11	1 18	3 25	W	1	8	15	22	29	W		6	13	20	27		W	3	10	17	2	4
Т	1	8	15	22	29	Т		5	12	19	26	Т		5	12	2 19	26	Т	2	9	16	23	30	Т		7	14	21	28		Т	4	11	18	2	5
F	2	9	16	23	30	F		6	13	20	27	F		6	13	3 2	27	F	3	10	17	24		F	1	8	15	22	29		F	5	12	19	2	6
S	3	10	17	24		S		7	14	21	28	S		7	14	4 2	1 28	S	4	11	18	25		S	2	9	16	23	30		S	6	13	20	2	7
S	4	11	18			S	1	8	15	22		S	1	1 8	15	5 2:	2 29	S	5	12	19	26		S	3	10	17	24	31		S	7	14	21	2	8
5	•																																			
	·	•••			2026	Augu	st			2	026	Sep	tem	nber			2026	Octo	ber				2026	Nove	mbe	r		2	026		Dece	nbe	er			202
luly	27		29	30		Augu Week		32	33			Sep 36 Wee			' 3		2026 9 40	Octo Week		41	42	43		Nove			46				Dece i Week			51		202 (
July	27	28	29	30	31				33	34		36 Wee			1 3	8 3	9 40				42					45		47		49				51		2 1
July Veek	27	28	13		31 27	Week		3	_	34 17	35 3	36 Wee			14	8 3	9 40	Week		5			44	Week		45		47 16	48 23	49	Week				5: 2	2 1
July Week	27	28	13	20 21	31 27	Week		3	10	34 17 18	35 3 24 3	36 Wee		36 37 7	14	8 3 ¹ 4 2 ² 5 2 ³	9 40	Week		5	12	19 20	44	Week		45 2 3	9 10	47 16	48 23 24	49	Week		50 7	14	5: 2	2 1 1 28 2 29
July Week M T	27	28 6 7	13 14	20 21 22	31 27 28	Week M T		3 4 5	10 11	34 17 18	35 3 24 3 25 26	36 Wee	ek 3	36 37 7 1 8	14 15 16	8 3 ¹ 4 2 ² 5 2 ² 6 2 ³	9 40 1 28 2 29 3 30	Week M T		5	12 13	19 20	44 26 27 28	Week M T		45 2 3 4	9 10 11	47 16 17	48 23 24 25	49	Week M T		50 7 8	14 15 16	5: 2: 2:	2 1 1 28 2 29
July Week M T	27 1 2 3	28 6 7 8	13 14 15	20 21 22 23	31 27 28 29 30	Week M T		3 4 5 6	10 11 12	34 17 18 19 20	35 3 24 3 25 26	36 Wee	ek 3	36 37 7 1 8 2 9	14 15 16	8 3° 4 2° 5 2° 6 2° 7 2°	9 40 1 28 2 29 3 30 4	Week M T		5 6 7	12 13 14	19 20 21 22	44 26 27 28	Week M T		45 2 3 4 5	9 10 11 12	47 16 17 18	48 23 24 25 26	49	Week M T	49 1 2	50 7 8 9	14 15 16 17	5: 2: 2:	2 1 1 28 2 29 3 30 4 31
July Week M T W	27 1 2 3 4	28 6 7 8 9	13 14 15 16	20 21 22 23	31 27 28 29 30	Week M T W T		3 4 5 6	10 11 12 13	34 17 18 19 20	35 3 24 3 25 26 27 28	36 Wee 31 M T W	ek 3	36 37 7 1 8 2 9	14 15 16 16 17	8 3' 4 2' 5 2: 6 2: 7 2- 8 2!	9 40 1 28 2 29 3 30 4	Week M T W T		5 6 7 8	12 13 14 15	19 20 21 22	26 27 28 29 30	Week M T W T		2 3 4 5 6	9 10 11 12 13	47 16 17 18 19 20	48 23 24 25 26	49	Week M T W T	49 1 2	50 7 8 9	14 15 16 17	5: 2: 2: 2: 2:	2 1 1 28 2 29 3 30 4 31

= Public Holiday

2025 YEAR PLANNER

	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	WED	THU	FRI
January			New Year's Day Public Holiday	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
February						1 Saint Brigid's Day	2	3 Public Holiday	4	5	6	7	8	9	10	11	12	13	14 Saint Valentine's Day
March						1	2	3	4	5	6	7	8	9	10	11	12	13	14
April		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18 Good Friday
May				1	2	3	4	5 Public Holiday	6	7	8	9	10	11	12	13	14	15	16
June							1	2 Public Holiday	3	4	5	6	7	8	9	10	11	12	13
July		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
August					1	2	3	4 Public Holiday	5	6	7	8	9	10	11	12	13	14	15
September	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
October			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
November						1	2	3	4	5	6	7	8	9	10	11	12	13	14
December	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	WED	THU	FRI

SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	
18	19	20	21	22	23	24	25	26	27	28	29	30	31					January
15	16	17	18	19	20	21	22	23	24	25	26	27	28					February
15	16	17 Saint Patrick's Day Public Holiday	18	19	20	21	22	23	24	25	26	27	28	29	30 Mother's Day Summer Time Begin	31		March
19	20 Easter Sunday	21 Easter Monday Public Holiday	22	23	24	25	26	27	28	29	30							April
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				May
14	15 Father's Day	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		June
19	20	21	22	23	24	25	26	27	28	29	30	31						July
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			August
20	21	22	23	24	25	26	27	28	29	30								September
18	19	20	21	22	23	24	25	26 Summer Time Ends	27 Public Holiday	28	29	30	31 Halloween					October
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30			November
20	21	22	23	24	25 Christmas Day Public Holiday	26 Saint Stephen's Day Public Holiday	27	28	29	30	31 New Year's Eve							December
SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	

INDEX OF ADVERTISERS

Advertiser	Contact Details	Page
ADCO	www.adco-ie.com	33
Audi Ireland	www.audi.ie	113
Beauchamps	www.beauchamps.ie	69
Boskalis/Irish Dredging	www.boskalis.com/irishdredging	79
Circle K	www.circlek.ie	67
CLdN	www.cldn.com	46/47
CMLS	www.cmls.ie	99
Covanta/Dublin Waste to Energy	www.dublinwastetoenergy.ie	48
d'Amico	www.damicoship.com	143
Darmody Architecture	www.darmodyarchitecture.com	80
DBFL Consulting Engineers	www.dbfl.ie	135
Dublin Ferryport Terminals	www.icg.ie	IFC
DSG	www.doyleshipping.ie	15
DSV	info@ie.dsv.com	103
Dublin Port Company	www.dublinport.ie	IBC
Dublin Stevedores	www.dublinstevedores.ie	107
Eagle Over Seas	www.eagleoverseas.com	19
Eastpoint	www.eastpoint.ie	57
Eucon Shipping & Transport	www.eucon.nl	115
Eversheds Sutherland	www.eversheds-sutherland.ie	39
G O'Brien Cranes	www.gobriencranes.ie	131
Gowan Auto	www.gowanauto.ie	95
GPX Rail	www.gpxrail.com	71
Green Tiger	www.greentigergroup.com	119
Hammond Lane Metal Company	www.hammondlane.ie	80
Hugh Munro & Co.	www.hughmunro.ie	127
Indaver	www.indaver.ie	77
IWT	www.iwt-irl.com	123
KPMG Future Analytics	www.kmpg.ie/futureanalytics	31
Liebherr	www.liebherr.com	72
Lisney	www.lisney.com	25
Mercer Ireland	www.mercer.ie	48
MSC	www.msc.com	83
Murphy Group	www.murphygroup.com/ie	97
North Quay Associates	www.nqa.ie	55
Paddywagon Tours	www.paddywagontours.com	89
Peelports/Marine Terminals	www.peelports.com	61
PWC Ireland	www.pwc.ie	21
ROD	www.rod.ie	55
RPS	www.rpsgroup.com	41
Stena Line	www.stenalinefreight.com	17
Wills Bros	www.willsbros.com	53





f X @ P ENTER VIA EASTPOINT BUSINESS PARK

CALAFORT ÁTHA CLIATH

DUBLIN PORT



Dublin Port Company Head Office (Interim), Block P7, Eastpoint Business Park, Alfie Byrne Road, D03 Y6A2 Phone: +353 1887 6000 Email: info@dublinport.ie











www.dublinport.ie