

APPENDIX 1
HARBOUR MASTER'S REPORT ON THE ASSESSMENT OF INFRASTRUCTURE OPTIONS AVAILABLE
FOR TOWAGE AT DUBLIN PORT (HM ASSESSMENT)



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PORT
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Assessment of Infrastructure Available for Towage at Dublin Port

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1. Executive Summary

DPC operates within a clearly defined marine and land jurisdiction. The availability of land and berths with respect to the annual cargo throughput places Dublin Port as one of the highest cargo throughput ports within the EU and UK areas. This is against the context of DPCs [Masterplan 2040](#) including the development of the MP2 and 3FM infrastructure projects, and the associated significant growth in cargo throughput. Taking into account the critical nature of towage for Dublin Port shipping stakeholders and the protection of the Dublin Port navigation channel, DPC is committed to ensuring sufficient infrastructure is available to towage operators now and into the future. Currently, the availability of towage infrastructure exceeds the demand. The high utilisation of cargo berths and the lack of spare capacity berths presents a situation that will be managed by DPC so that ample towage infrastructure is available into the future which in turn adds to safe shipping movements across the jurisdiction. This plan details the increasing availability of that infrastructure.

Towage is a critical safety-of-navigation service for Dublin Port and the shipping community. DPC routinely manages approximately 8,000 vessel arrivals annually (plus the associated departures), within a constrained navigation channel and high-density berthing environment. This assessment focuses on the provision of tug berth locations that can provide for safe mooring, safe shore access, safe locations within the harbour that do not present a navigation or manoeuvring risk to other vessels, and reliable availability.

The objective evidence is presented in both qualitative and quantitative form. There are tables and figures of berth usage and occupancy, detailed commentary on the cargo operations that take place at each berth - which is key to the safety of personnel, along with technical nautical commentary on the manoeuvring of ships.

Key findings

- A berth-by-berth assessment indicates that not all quay walls areas are suitable for towage operations due to one or more of the following factors (i) proximity to ship manoeuvres, (ii) proximity to the main navigation channel, (iii) lack of safe land-side access due to high intensity cargo terminal operations (including ISPS factors), and/or (v) inability to provide ongoing berth and land or land access due to the high frequency of ship arrivals, departures, ship passings, and (v) availability of required utilities such as fresh water and electricity.
- Berths located to the west of the Tom Clarke Bridge are deemed by the HM as unsuitable for day-to-day towage operations due to depth/tidal restrictions in those

upriver areas and the operational constraints associated with permitted opening times of the [Tom Clark Bridge](#).

- Short-term/contingency berthing arrangements on an ad-hoc basis do not align with the principles of effective planning, resilience of service and safety management. Furthermore, relying on ad-hoc arrangements on an ongoing basis normalises risks that would ordinarily not be tolerated. Whilst any vessel using Dublin Port infrastructure may not have direct access to their berth for an extraordinary reason, these are exceptional events for extraordinary situations that are managed by the HM team. These situations could be extreme weather, significant mechanical failure of a ship or failure of a section of port infrastructure. Reference to the successful management of such extreme situations cannot be the basis or justification for ad-hoc tug berthing arrangements on an ongoing basis. Similarly, where any ad-hoc berthing arrangement cannot be achieved the towage service would cease as there is no alternative berthing arrangement.
- Use of locations such as the Berth 46 Nib as a towage base is severely operationally constrained and does not meet the standard required for a dedicated towage operations base (including access and utility limitations). Many areas of the port may seem available and appropriate to a lay-person, but when examined by experienced operational port managers the risks are clear and are documented in the various sections of this assessment document.
- This assessment of infrastructure concludes that the existing towage infrastructure provision at Berth 18 and Berth 50N meets all the aforementioned safety and land / marine access requirements. Additionally, there are currently only three (3) tugs operating within the Port where there is infrastructure provision for four (4) tugs. This demonstrates that currently the market has not filled the available capacity provided by DPC.
- Looking to the short, medium and long term future this assessment details the increasing availability of towage infrastructure that will be delivered by Dublin Port in advance of any likely shipping demand.

Planned provision of future infrastructure for towage operators (subject to planning consents)

- Berth 50N will continue to support berthing for two tugs – a maximum of two towage operators.

- Berth 18 which currently has capacity for two (2) tugs under one (1) towage operator is planned for development to accommodate up to four (4) operators and up to four (4) tugs moored singularly along a length of pontoon. The construction of the pontoon and the space it will utilise, along with the appropriate distance-off of construction to protect the heritage features of the North Wall Quay (NWQ) will forbid the option of docking tugs two-breast as the increased southern extremity of the outboard tug will protrude into the adjacent navigation channel. The infrastructure will be equipped with shore power and fresh water provision along with safe land-side and water-side access arrangements. Construction is programmed to commence in Q3 2027 for a period of approximately 4–6 months, all subject to planning permissions.
- The 3FM project includes provision for up to four additional tug berths (up to four tugs) in the medium term, subject to planning permission, programme certainty, and confirmation that the tug mooring configuration adopted does not encroach on the adjacent navigation channel.

Overall conclusion

On the basis of this berth assessment and the current level of additional towage capacity that is available, additional permanent towage berthage beyond what has been described herein is not deemed warranted at this time. Provision is being maintained to accommodate short term and significant upgrade to provide additional towage infrastructure to the towage market (subject to planning outcomes and delivery constraints).

2. Introduction

Dublin Port Company (DPC) is proposing to limit the number of towage operators at Dublin Port under the framework and requirements of Article 6 of the Port Services Regulation (PSR)¹. Specifically, DPC proposes to limit the number of operators under:

- **6(1)(a)** - scarcity or reserved use of land or waterside space, provided the limitation accords with plans/decisions agreed by the managing body (and other competent authorities where relevant).
- **6(1)(c)** - absence of a limitation running counter to the need for safe, secure, or environmentally sustainable port operations.
- **6(1)(d)** – The characteristics of the port infrastructure or the nature of the port traffic are such that the operations of multiple providers of port services in the port would not be possible.

These grounds can be invoked together or independently (the list is "one or more of the following reasons"), which fits a proposal citing scarcity of land/water access *and* safety.

This assessment document is a supporting document of DPC's "Proposal Document" and serves as justifying grounds as required of Article 6(2) of the PSR.

This assessment has been carried out by DPC's Harbour Master (HM) in conjunction with the Harbour Master team. DPC has opted to seek an external and independent peer review by consultants with a detailed knowledge of the complexities of safety management, cargo throughput, and water and land accesses at Dublin Port. The output of this peer review is a supporting letter which is attached within the published pack.

In order to give interested parties the opportunity to submit comments within a reasonable period DPC will publish this proposal, including the grounds contained herein for at least three months in advance of the adoption of any decision to limit the number of providers of towage services.

Dublin Port Company (DPC) is mandated to facilitate international trade through the development, management, and operation of landside and marine infrastructure essential to Ireland's national economy.

DPC is operating at high capacity levels across some key cargo modes including Lift-On Lift-Off (LoLo), Roll-On Roll-Off (RoRo), and bulk—achieving throughput densities per hectare

¹ [Regulation \(EU\) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports](#)

that significantly exceed comparable European ports. (Future throughput capacity is available through the continued delivery of Masterplan 2040 and the utilisation by the onwards logistics chain of the night time economy and weekend hours.)

From a marine perspective, the Port experiences exceptionally high shipping traffic levels, with approximately 8,000 vessels arriving annually and navigating a constrained and narrow shipping channel. This operational intensity is further compounded by ongoing and planned major infrastructure projects.

The Dublin Port navigation channel is designated at the highest level of national criticality (5/5) under the State's Critical National Infrastructure framework, a classification validated through the National Risk Assessment process and the structures of the Department of Housing, Local Government and Heritage's Strategic Emergency Management framework.

Given these dynamics, the Port's operational environment necessitates an unwavering prioritisation of safety. Concurrently, the efficient utilisation of scarce resources—particularly quayside space—remains a central operational and strategic imperative.

3. Methodology

DPC has requested the HM to assess the availability of infrastructure for towage operations. Under the assessment the HM has been asked to consider all safety, land and water access arrangements that apply to each individual berth. This is to include the land-based access arrangements that would be available to tug crews and the services providers the tug operator requires from time to time, and, the water / marine-based access arrangements to berths in the context of the navigation and maritime uses by the shipping traffic at Dublin Port. In conducting this assessment the HM has included the current and future planned availability of infrastructure (under the same terms of access and safety) so that a clear pathway of available infrastructure can be identified by towage operators as part of DPC's ongoing port development.

This document is structured so that readers can follow the assessment from end to end. Sections 4 to 9 set out the operational context of Dublin Port, including its scale, jurisdiction, ship movements and cargo throughput. Section 11 sets out the safety, availability and sustainability requirements that any location must meet in order to serve as a towage base, and applies these requirements to every berth in the Port. Section 15 sets out how towage infrastructure is planned to expand in the future as DPC's development programme is delivered. The diagram below summarises this structure.

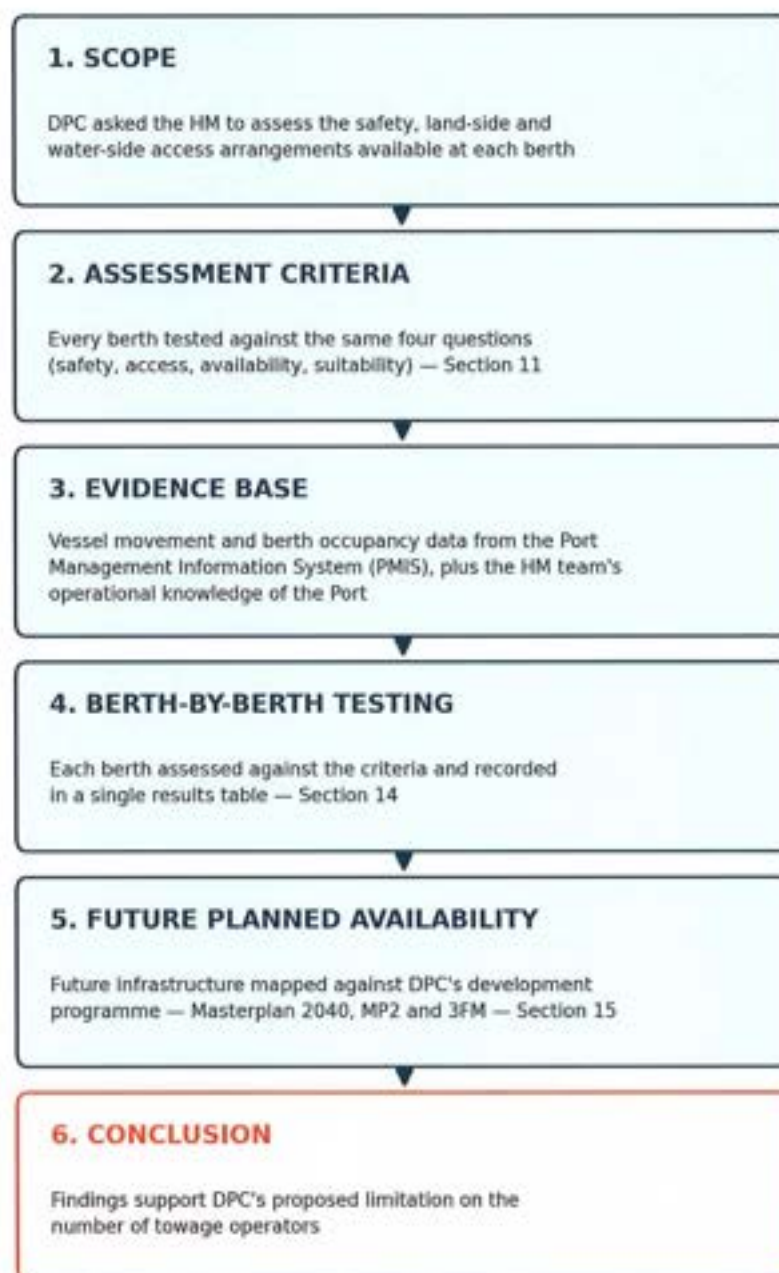


Figure 1: Assessment methodology overview

To ensure a consistent and objective basis for comparison, every berth within the Port's jurisdiction was tested against the same four questions, derived from the detailed safety, availability and sustainability requirements set out in Section 11:

- Is the berth safe for tug mooring, having regard to the manoeuvres of other ships?

- Is there safe shoreside access and egress for tug crews?
- Is the berth available on a permanent basis, with mooring, fresh water and electrical power?
- Taken together, is the berth suitable and available as a base for towage operations?

The results of this berth-by-berth testing are set out in Section 14, with supporting notes on individual berths provided in Section 13.

This assessment draws on two primary sources of evidence. Quantitative data on vessel arrivals, departures, internal shifts, and time spent alongside each berth was extracted from DPC's Port Management Information System (PMIS). The PMIS records all vessel movements to, from and within the jurisdiction, including cargo mode, pilot, Pilotage Exemption Certificate (PEC) use and tug use. Berth-specific findings on safety and shoreside access are based on the direct operational knowledge and professional judgement of the Harbour Master and the Harbour Master's team, gained through their nautical and port industry knowledge of the management of vessel movements, port operations, safety management and emergency management.

Future availability has been assessed against DPC's committed port development programme, comprising the MP2 and the 3FM projects of Masterplan 2040. Section 15 sets out how towage berth provision is planned to increase in three phases as these projects are delivered, subject to planning permission and programme certainty.

This assessment has been carried out by the Harbour Master in conjunction with the Harbour Master's team, and has been independently peer reviewed by external consultants with detailed knowledge of safety management, cargo throughput, and water and land access at Dublin Port, as set out in the Introduction.

4. Dublin Port – Ireland's Premier Port

(The Essential Trade Gateway Supporting €165 Billion of Ireland's Economy)

Dublin Port stands as Ireland's premier maritime gateway and the single most important conduit for the nation's international trade. As a small, outward-facing island economy, Ireland relies fundamentally on efficient, resilient and strategically located port infrastructure. No other node in the State's logistics system supports trade at the scale, intensity or economic significance of Dublin Port.

Each year, Dublin Port facilitates approximately €165 billion worth of trade—a figure consistently referenced across corporate and public communications. This immense throughput reflects both the depth of the Port's operational capability and its centrality to Ireland's supply chain. Handling 79–83% of the country's unitised freight, including up to 82% of RoRo and 79% of LoLo cargoes, Dublin Port is the critical link between Ireland, the UK, and continental Europe. No alternative port on the island comes close to matching its scale, connectivity, or proximity to Ireland's primary population and economic centre.

Beyond volume, the value of trade flowing through Dublin Port underscores its national importance. Export cargoes moving through the Port carry a value up to 3.5 times greater than imports, demonstrating the Port's role not just in feeding domestic consumption, but in sustaining Ireland's export-led economic model. Furthermore, approximately 43% of the value of Ireland's exports depends on imported inputs, again magnifying the Port's role as the indispensable engine of two-way international trade.

Dublin Port's advantages are amplified by geography and infrastructure. Its adjacency to the Greater Dublin Area—home to more than 40% of the State's population and 42% of national GDP—creates an unrivalled route-to-market system when combined with the Dublin Port Tunnel, M50 and the national motorway network.

This concentration of national trade flows brings both opportunity and responsibility. Dublin Port operates at exceptionally high levels of berth and land utilisation, often exceeding the throughput intensity of many major EU ports. Ensuring the Port continues to perform at this level is essential for maintaining Ireland's economic competitiveness, safeguarding supply chain resilience, and supporting sectors ranging from retail and manufacturing to pharmaceuticals, food, fuel, construction and technology.

The Port's long-term development is guided by Masterplan 2040, which outlines the scale of investment required to maintain capacity, improve resilience and deliver the infrastructure necessary to support a dynamic and growing economy.

In short, Dublin Port is not simply a port—it is the nation's primary trade artery and a cornerstone of Ireland's economic wellbeing. Its ability to support €165 billion of trade

annually, maintain high reliability, and connect Ireland efficiently with global markets makes it indispensable to the prosperity, resilience and strategic autonomy of the State.

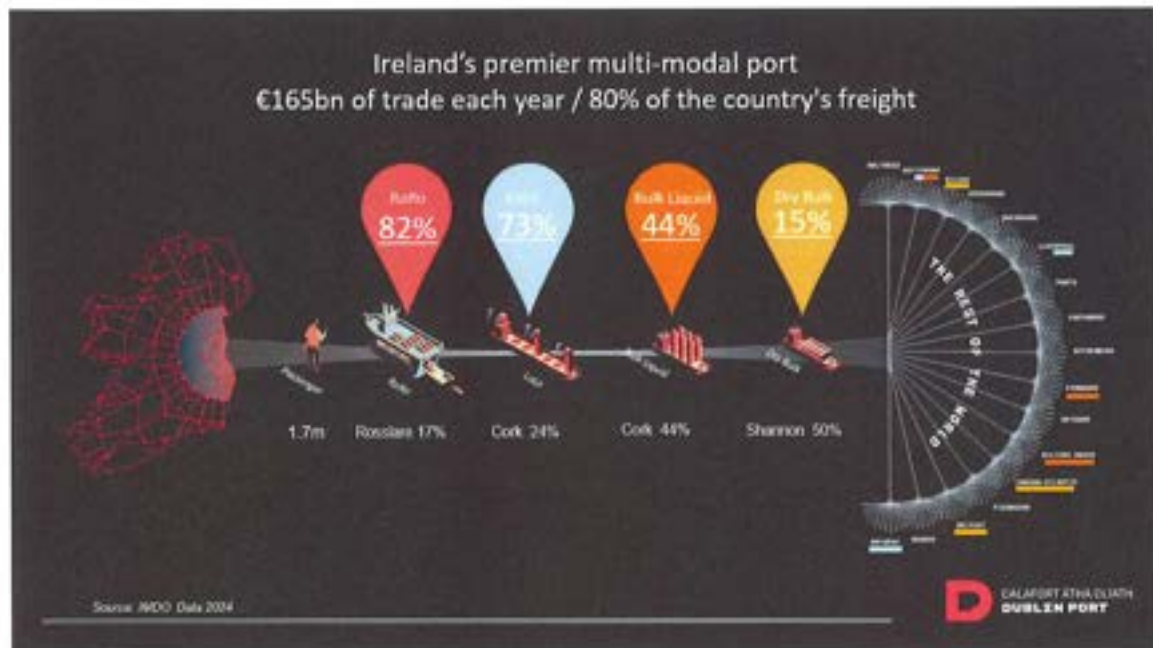


Figure 2: ROI Cargo mode by volume

5. Criticality of Harbour Towage

Harbour towage is a foundational component of safe, reliable, and efficient port operations. In modern commercial ports, the scale and manoeuvrability limitations of contemporary vessels—particularly large container ships, car carriers, cruise ships, and tankers—mean that towage services are not simply beneficial but essential to navigational safety. Towage provides controlled power, precision handling, and risk mitigation during the most complex phases of a vessel's movement: berthing, unberthing, turning, and transiting confined channels.

Vessels entering or leaving a harbour operate in environments where hydrodynamic forces, restricted waterways, tidal effects, wind, and traffic density can create significant navigational challenges. Tugs offer the ability to counteract these forces, enabling Masters and Pilots to maintain control and ensure safe vessel handling. In many ports, the availability and capability of tug assets directly determine the size and number of ships that can be accommodated, underpinning the port's commercial capacity and operational resilience.

Beyond navigational support, towage plays a crucial role in port safety and emergency response. Tugs are often the first and sometimes the only assets capable of providing immediate assistance during propulsion failures, steering losses, groundings, or engine-room incidents. Their power and agility allow them to stabilise a vessel in distress, prevent escalation, and protect critical infrastructure, the marine environment, and human life. In scenarios involving hazardous cargoes, the strategic deployment of tugs becomes even more critical, forming part of a port's regulatory compliance, safety management system, and environmental protection strategy.

The reliability of harbour towage therefore extends far beyond day-to-day operations. It is integral to maintaining the port's reputation, ensuring continuity of trade, and supporting national supply chains. Efficient towage contributes to reduced turnaround times, increased berth availability, and optimised vessel scheduling—all key drivers of a port's competitive performance. Conversely, towage delays or capacity shortfalls can have immediate operational, financial, and safety consequences.

In summary, harbour towage is not just a support service; it is a strategic enabler of port safety, capacity, and resilience. Its criticality is evident in every successful vessel movement and in every avoided incident. As vessel sizes increase and port environments become more complex, the role of professional, well-coordinated towage services remains central to the safe and sustainable operation of any modern harbour.

6. Dublin Port Jurisdiction

The jurisdiction of Dublin Port Company is described in the Harbours Act 1996 (as amended) as consisting of and including—

- (a) the River Liffey and the quays and walls bounding the same,
- (b) the walls called the North Wall, the South Wall and the East Wall, respectively,
- (c) the piers, jetties, tidal basins and other works constructed by or belonging to the Dublin Port and Docks Board before the relevant vesting day,
- (d) the Harbour of Dublin and the strands, bays, creeks and harbours thereof and all waters inside that area, commencing from but excluding the Matt Talbot Memorial Bridge in the City of Dublin, and extending to an imaginary straight line drawn from Baily Lighthouse on north in County of Dublin extending through North Burford Bank Buoy thence through South Burford Bank Buoy thence to Sorrento Point on south but excepting limits harbour Dún Laoghaire Harbour Company excepting also harbours, Coliemore & Sutton.

Extract of BA1435 Not For Navigation © Crown Copyright. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office www.GGK.ie/1818



Figure 3: Nautical chart of Dublin Port jurisdiction.

7. General Arrangement of Berths

Commercial port activity within Dublin Port is concentrated along the main navigation channel and the berthage zones located east of the Tom Clarke Bridge. This spatial concentration reflects both the physical constraints of the Port and the historic evolution of its terminal layout, where deep-water access, landside connectivity, and cargo handling infrastructure are closely aligned.

Berthage within Dublin Port is structured around a combination of dedicated terminal facilities and Common User Areas (CUAs). A substantial proportion of the Port's quay infrastructure is operated by private terminal operators under long-term lease or licence arrangements. These terminals are purpose-designed to accommodate the specific operational, safety, and throughput requirements of distinct cargo sectors, including RoRo, LoLo, bulk solid, and bulk liquid trades. Each terminal functions as an integrated operational unit, with bespoke quay layouts, cargo handling equipment, yard configurations, and access arrangements tailored to its cargo profile.

These facilities are managed independently by their respective operators and operate in full compliance with the Code of Practice for Health and Safety in Dock Work and the International Ship and Port Facility Security (ISPS) Code. The segmentation of berthage by cargo type and terminal function reflects the high degree of operational specialisation within Dublin Port and underpins the Port's ability to deliver high levels of productivity, reliability, and safety across a diverse range of shipping services.

The balance of the Port's berthage capacity is provided through CUAs, which support a wide range of commercial shipping activities that are not tied to dedicated terminals. These CUAs are subject to sustained and, competing demand from multiple operators, vessel types, and cargo interests. Every section of quay wall within the CUA is intensively utilised for vessel berthing, cargo transfer, stevedoring operations, and associated marine services. Berth occupancy rates are consistently high, and vessel scheduling within these areas requires active coordination to manage arrival windows, tidal constraints, and operational interfaces.

There is no surplus or underutilised berthage capacity within the CUAs that can be regarded as discretionary. Instead, berth allocation, turnaround efficiency, and the minimisation of berth conflict are continuous operational priorities for the Port. This high level of utilisation underscores both the efficiency of the existing berthage arrangement and the limited flexibility available to absorb additional demands without impacting operational performance elsewhere in the system.

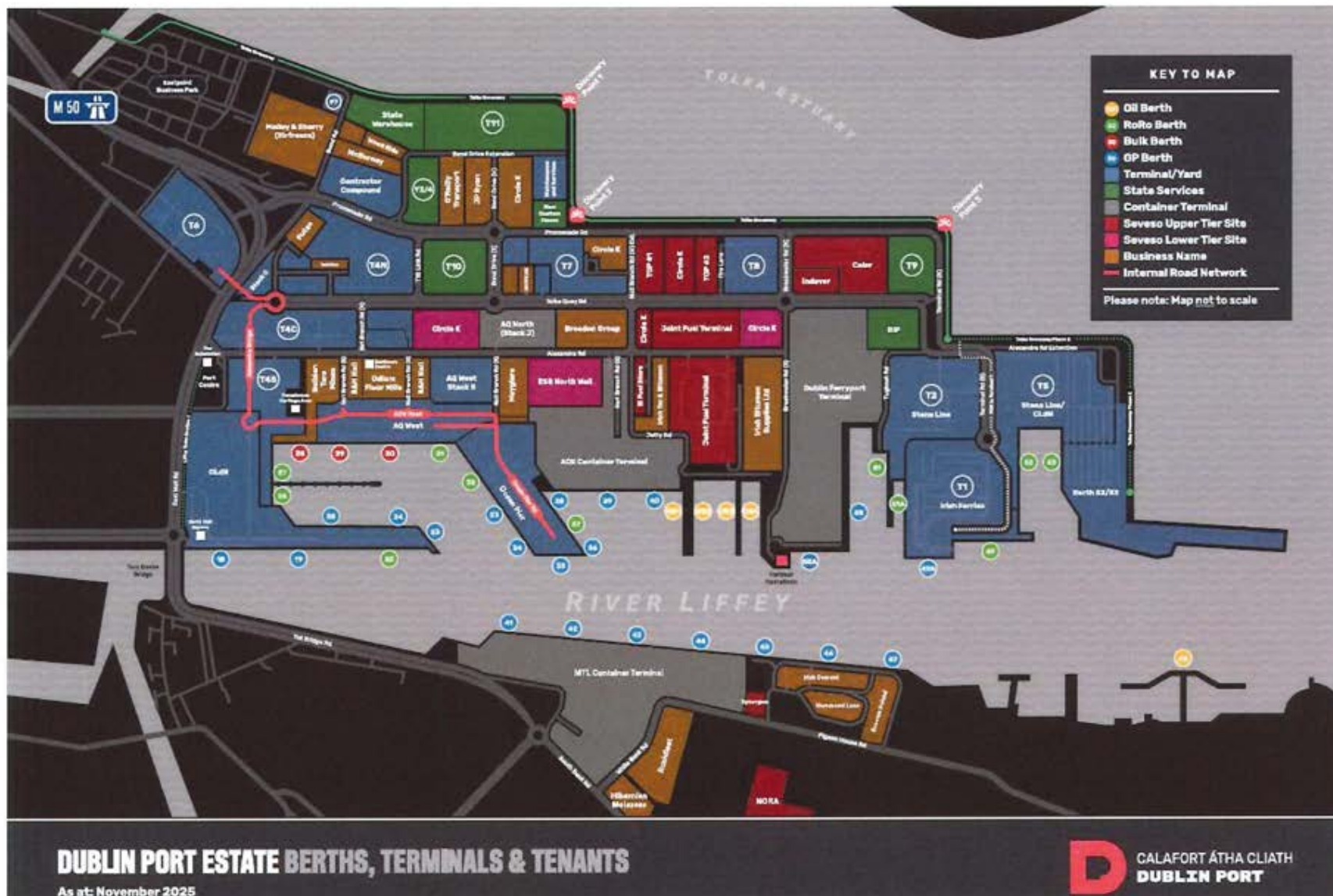


Figure 4: Map of the commercial area of the Port – tenants and terminals.

8. Ship Movements

a. Number of Ship Movements

Dublin Port manages a high volume of ship movements across the marine jurisdiction within any given year. The differing ship movements consist of:

- Ship arrivals – direct from sea to berth
- Ship departures from berth direct to sea
- Ship arrivals to the Dublin Bay Anchorage, followed by later shifting of the vessel inwards to a berth
- Ship departures to Dublin bay Anchorage followed by a later shift outwards to sea
- Following an arrival to a berth, a later shifting from one berth to another to load or discharge a different cargo type or deliver cargo to a different terminal.

Annual demand for berth access is substantial, with approximately 8,000 vessel arrivals, each requiring a corresponding departure and supported by towage operations. In addition, there are roughly 1,000 internal vessel movements between berths and anchorages, further underscoring the operational intensity of the harbour. The total number of ship movements within the jurisdiction is typically 15,000–17,000 per annum.

Year	Total No. of Ship Movements
2025	15108
2024	15083
2023	15730
2022	16650
2021	15743
2020	15666
2019	17353
2018	17256
2017	16532
2016	16372
2015	14942
2014	15065

Figure 5: Ship Movements by year, source DPC PMIS.

b. Sizes of Ships

Although the number of ship movements has remained in the numbers of 15,000 – 17,000, the size of ships calling to the port has increased over the years as the shipping market seeks to achieve more efficient and sustainable cargo delivery.

An analysis of the length (LOA) of LoLo ships calling to the Port gives a good example of this size increase

Year	No. of LoLo vessels by LOA					Total
	>160m	150m	140m	130m	<130m	
2024	117	117	315	540	26	1115
2023	49	150	341	408	23	971
2022	8	154	383	315	64	924
2021	7	119	371	429	39	965

Figure 6: No. of LoLo vessels by length

Similarly, the Gross Tonnage (GT) of vessels across many modes has increased over the years

Year	LoL	Avg GT		
	o	RoRo	Bulk Liquid	Bulk Solid
2024	979			
	1	33578	8876	8438
2023	941			
	7	31419	8658	7624
2022	899			
	9	30682	8018	8152
2021	887			
	4	31166	7961	7456

Figure 7: Average Gross Tonnage of vessels by year

9. Cargo Throughput at Dublin Port

Year	Total Throughput (Tonnes)
2024	35,200,000
2023	34,956,000
2022	36,100,000
2021	35,600,000
2020	33,920,000
2019	38,100,000
2018	38,000,000
2017	36,400,000
2016	34,900,000
2015	32,854,000

Figure 8: Cargo Throughput by year

The exceptionally high throughput per hectare achieved by Dublin Port is directly driven by its very high frequency of ship movements and consistently high berth utilisation, rather than by long dwell times or land-hungry storage operations. With in excess of 15,000 vessel movements per annum, Dublin Port operates as a high-turnover gateway port, characterised by short port stays, rapid cargo discharge and immediate onward distribution. This intensity of vessel calls concentrates activity at the quay face, ensuring that each linear metre of berth and each hectare of land supports multiple cargo cycles per day rather than episodic peaks.

Dublin's cargo profile reinforces this dynamic. The dominance of RoRo and unitised LoLo traffic means vessels are scheduled on frequent, short-sea services, often with multiple sailings per day to UK and EU ports. This produces continuous berth occupancy, with berths working across extended operating windows rather than accommodating infrequent deep-sea calls with long alongside times. High sailing frequency, coupled with fast turnaround, enables Dublin Port to move large annual tonnages, directly translating into its standout tonnes-per-hectare performance.

Berth utilisation is further intensified by the port's constrained footprint, which imposes strong operational discipline. With no capacity for horizontal expansion, berth windows, yard layouts and traffic flows are tightly optimised to avoid idle time. Investment has therefore focused on deepening, strengthening and reconfiguring existing berths, rather than creating new ones, allowing larger vessels, higher load factors and faster working rates within the same physical envelope. The result is a port where berth productivity substitutes for land availability, a defining feature of Dublin's efficiency relative to larger European ports.

The high volume of ship movements also reflects Dublin Port's gateway function rather than a transshipment role. Cargo is not circulating within the port estate but is moving directly between ship and hinterland, minimising dwell time and maximising berth availability for the next call. This rapid vessel-to-road interface ensures that land is used primarily for transit rather than storage, reinforcing high berth turnover and keeping utilisation rates structurally high.

In combination, frequent vessel calls, short port stays, high berth occupancy and minimal cargo dwell form the operational mechanism that underpins Dublin Port's exceptional throughput per hectare. The port's efficiency is therefore not an abstract spatial metric, but the direct outcome of intensive marine activity and disciplined berth management. Dublin Port's performance demonstrates that, in a space-constrained urban setting, ship movement intensity and berth productivity are the critical enablers of economic throughput, allowing the port to function as one of Europe's busiest and most efficient maritime gateways despite its limited physical footprint.

Rank	Port	Year	Cargo throughput (million tonnes)	Land area (ha)	Tonnes per ha (t/ha)
1	Port of Gdańsk	2025	80.4	266.4	301,802
2	Port of Algeciras Bay	2024	103.6	480.0	215,833
3	Dublin Port	2024	35.2	261.0	134,866
4	Port of Valencia (Valenciaport system)	2024	80.7	600.0	134,450
5	Ports of Genoa (Western Ligurian Sea Port Authority)	2024	64.5	700.0	92,143
6	Port of Barcelona	2024	69.7	1141.0	61,087
7	Port of Constanța	2024	77.5	1313.0	59,054
8	Port of Rotterdam	2024	435.8	7866.0	55,403
9	Port of Amsterdam	2024	62.2	1960.0	31,735
10	Port of Hamburg	2024	111.8	4226.0	26,455

Figure 9: Table of throughput per hectare (t/ha)

See Appendix 3 for source information

10. Requirements for Safe Manoeuvring of Ships

Vessels manoeuvring within the Dublin Port jurisdiction must ensure that each manoeuvre is adequately planned to result in a safe voyage into, out of or within the port. While the ship's master remains in command of her ship at all times the Harbour Master has responsibility under the Harbours Act 1996 (as amended) to ensure the safety of the port infrastructure and channel. Each of the ship movements is planned by the Harbour Master's Office and the vessel's Master to ensure the vessel meets the safety requirements of:

- Compulsory pilotage – Pilotage Bye Laws [Pilotage Bye Laws & NIM No. 6 of 2026](#)
- Compulsory towage [\(NIM No. 9 of 2026\)](#)
- Requirements that take the weather forecast into account – wind speed, wind direction and sea height
- Tidal planning requirements
- Physical parameters of length, draft and beam for the navigation channel and respective berth;
- Management of dangerous goods [Dangerous Goods Bye Laws](#)
- Operational status of all machinery onboard the vessel.

Pilotage is compulsory in accordance with the Harbours Act (1996) as amended, requiring a Dublin Port Pilot to attend each vessel. There is provision for Masters to achieve a Pilotage Exemption Certificate in accordance with S.72 of the Harbours Act.

Notwithstanding the requirements of above, the Harbour Master takes into account the manoeuvring characteristics of each ship type, the location and aspect of berth assigned, and the performance of the vessel in the forecasted weather and tidal conditions. There is a wide spectrum of manoeuvring performance across the type of vessels manoeuvring at Dublin Port. For example; there are deep draft tankers that have considerable displacement and respectively low power available to manoeuvre, car carriers with median drafts but a very high factor of windage due to the extreme size of the hull, and a spectrum of ferries of differing designs and power capabilities. A Dublin Port pilot will have partaken in a significant career at sea, leading to the rank of Chief Officer or Captain with an unlimited Master Mariners Certificate of Competency prior to completing three years of training at DPC to become a Class 1 pilot within the port. This point is to emphasise both the experience and professionalism gained and also to be applied in practice of the safe manoeuvring of ships within a harbour area. The planning for a vessel's safe manoeuvre and the precision within which it must be carried out is to a high level.

Figure 8 shows the volume of manoeuvres at each manoeuvring area of the port. This is the area within which the vessel is manoeuvring into or out of its berthed position. These manoeuvres are carried out at a low speed and with a careful approach so as to protect the ship and the port infrastructure. While the addition of tugs to manoeuvring vessels brings safety and a level of insurance to the manoeuvring capabilities, the presence of other docked tugs within the manoeuvring areas of ships brings an increased risk to both the manoeuvring vessel and the tug. A vessel that is manoeuvring into or out of its docked position cannot do so around the presence of a docked tug.

11. Safety, Availability and Sustainability for Harbour Towage Operations

A safe and efficient harbour towage operation depends on a defined set of shore-side facilities and operational conditions that ensure safe access, safe working, continuous readiness, and the long-term sustainability of the service. Towage is an essential safety-of-navigation function within a major commercial port, and its supporting infrastructure must be designed and maintained to an appropriate standard.

a. Safety Requirements

i. Dedicated, Tide-Independent Tug Berth

Tugs require a berth of suitable length, depth and structural capability to safely lie alongside when not actively engaged in towage. Critically, this berth must remain accessible at all stages of the tide. Dublin's tidal regime is semi-diurnal, producing two high waters and two low waters per day of varying heights. Under Dublin Port's minimum standards for towage operators, tugs must have a maximum operating draft of not more than 6.0 m to ensure they can manoeuvre across all commercial areas of the Port.

Berths west of the Tom Clarke Bridge do not meet this requirement due to insufficient depth and tidal restrictions, in addition to the practical challenges associated with passing through the bridge for each movement.

ii. Adequate Mooring Infrastructure

The tug berth must be equipped with correctly spaced, appropriately rated mooring bollards to secure the vessel safely under all environmental conditions. This is essential for both crew safety and asset protection.

iii. Protection From Passing Traffic and Tug Operations

A tug lying at berth must not be exposed to unacceptable hazards from passing or manoeuvring commercial vessels—many of which will themselves be assisted by other tugs. Conversely, the berthed tug must not pose an obstruction or hazard to vessels transiting the fairway or conducting turning or berthing operations. The berth must therefore offer predictable, safe clearances and be integrated into the wider marine traffic management system.

iv. Safe Crew Access Without Exposure to Terminal Risks

Towage crews require safe vehicular and pedestrian access between the tug berth and the public road network. Access routes must not pass through active cargo handling terminals, where unbriefed or non-terminal personnel face elevated risks arising from heavy machinery, variable terminal operations. Terminal operators within Dublin Port rightly restrict access to trained, inducted personnel, who partake in the

requirement for daily operational briefings and toolbox talks. The presence of non-terminal crews in these areas is not permissible due to safety risk.

v. Safe Means of Access Between Tug and Quay

In accordance with S.I. No. 108/1988 – Merchant Shipping (Means of Access) Regulations, every vessel must maintain a compliant means of access at all times. For harbour tugs, this is typically achieved via a gangway or pontoon arrangement. Given the small size of most tugs, gangways are often stored on the quay while the tug is operational. This requires adequate, secure quay space to prevent damage to the certified gangway and ensure safe retrieval and deployment.

b. Availability Requirements

Towage is a 24-hour port service, and the designated berth must therefore be available on a 24/7, or near-continuous, basis. Although occasional operational disruptions may occur due to exceptional port traffic requirements, these should be infrequent and must not materially affect the tug's readiness or the crew's ability to respond to shipping movements.

To support operational continuity, tugs also require fixed connections for shore power and fresh water. These installations—electricity supply and meter, water supply and meter—must be permanently located at the tug berth. Temporary placement of cables or hoses across working cargo quays is unsafe and impractical due to heavy machinery movements, high footfall of dock labour, and the risk of equipment damage.

c. Sustainability Requirements

Modern towage operations must align with environmental, regulatory, and organisational sustainability objectives. Tugs require shore-based facilities to reduce generator running hours and minimise emissions while alongside. The provision of stable shore electrical power allows the vessel to shut down onboard diesel generators while maintaining essential systems, including:

- crew accommodation heating and ventilation,
- lighting and crew services,
- critical engine-room and pump systems,
- safety and monitoring equipment.

In addition to electrical power, tugs require reliable access to fresh water, bunkering services, waste reception, and routine maintenance support.

Because these facilities must be permanently integrated into the berth, it is not feasible to move a tug on an ad-hoc or daily basis to a temporarily vacant commercial berth. Frequent relocations would eliminate access to shore power, increase emissions, complicate maintenance planning, and expose crew to unsafe terminal environments. This is a fundamental reason why towage operations require a dedicated, stable, purpose-designed berth, rather than opportunistic berths dictated by daily ship movements.

Note on numbering system of berths at Dublin Port.

The numbering system of berths at Dublin Port harks back through many decades to a time when the vessels using the Port were smaller in length, beam and draft. The spectrum of size of vessels that visit the Port now is much greater and the change is at the upper end of the spectrum, not the lower end as tugs workboats and small cargo vessels still operate. To manage the collation of berth data some of the berths are grouped together in order to reflect the larger vessels. As an example, 140m LOA LoLo vessels that visit Berth 50N, 50S are recorded as being docked on one berth, 50N or 50S. Longer LOA vessels that overlap the two berths are recorded as docking at Berth 50 – a grouping of 50N & 50S. The same principal applies at berths 28-31, 32-34, 36-37, 38-40, 46-47, 42-45.

12. Berth Use & Occupancy Data

This section will detail the number of arrivals and therefore the usage of every berth. Note the grouping of some berth numbers based on increasing vessel size (Figure 15).

Historically at Dublin Port the berths were assigned a numbering system based on the typical length of vessels at that time being 90m, 100m, 120m etc. It is regular for Dublin Port to now receive vessels over 200m in length multiple times per day. Vessels therefore appear to occupy more than one berth at a time.

The occupancy data is presented in tabular and graphic form for context.

The data is also transposed into a heatmap by month for the regular cargo berths to clearly show that most of the regular occupancy is equally high over the year.

The chartlets below (Figures 12 & 13) show the number of the tabulated arrivals transposed geographically within the port jurisdiction and furthermore the Figure 15 shows the manoeuvring space required per times of the year to access the relevant berths.

Vessel Arrivals by Berth (ARR + SHFT) – Dublin Port			
<i>Source: 2024 All Movements.xls / 2025 All Movements.xlsx, "Data" tab (raw movement records, Move Type = ARR or SHFT)</i>			
Berth	2024 Arrivals	2025 Arrivals	Note
18	114	152	See detailed notes on use of Berth 18
19	14	3	See detailed note on use of Berth 19
21	58	58	
26	784	485	
27	241	239	
49	1363	1448	
50	1	4	Vessels that occupied both B50N & B50S
50A	127	128	
50N	194	208	
50S	155	165	
51	1325	1339	
51A	421	561	
52	619	662	
53	13	10	Construction site
Alex Basin East 38	1	0	Grouped berth 38-40
Alex Basin East 39	351	415	
Alex Quay West 28	31	83	
Alex Quay West 29	44	13	
Alex Quay West 30	104	3	Construction site in 2025
Alex Quay West 31	0	1	Construction site in 2025
Cross Berth Quay	1	1	See Note
Deep Water Berth 46	63	62	
Deep Water Berth 47	64	68	
ESB Jetty 48	2	0	Owned by ESB. See note S12(a)
MTL 41	2	0	Grouped Berth 41-44
MTL 42	103	115	Grouped Berth 41-44
MTL 44	159	140	Grouped Berth 41-44
MTL 45	103	91	
Ocean Pier 33	240	251	
Ocean Pier 34	2	0	See note S12(a)
Ocean Pier 35	71	72	
Ocean Pier 37	134	142	Grouped Berth 36-37
Oil Berth No. 1	185	194	
Oil Berth No. 2	190	182	
Oil Berth No. 3	72	81	
Oil Berth No. 4	15	9	See note S12(a)
Total	7366	7385	

Figure 10: 2024 & 2025 Number of Arrivals by berth number

Berth Occupancy by Hours – Dublin Port			
Total hours each berth was occupied by a vessel, derived from the interval between arrival/shift-in and the next departure/shift-out for the same visit ("Occupancy Data" tab). Berth list matches the Berth Arrivals Summary tab.			
Berth	2024		Note
	Occupied Hours	2025 Occupied Hours	
18	16,595.8	8,735.2	See detailed notes on use of Berth 18
19	409.9	75.8	See detailed note on use of Berth 19
21	1,557.5	1,421.2	
26	4,393.3	4,219.4	
27	3,553.3	3,067.6	
49	3,877.0	3,882.4	
50	69.8	52.1	Vessels that occupied both B50N & B50S
50A	3,763.0	4,291.2	
50N	5,222.7	5,913.3	
50S	5,305.1	5,671.1	
51	3,863.1	3,949.1	
51A	3,357.3	3,790.1	
52	2,437.5	2,527.5	
53	11,606.0	9,363.3	Construction site
Alex Basin East 38	8.7	0.0	Grouped berth 38-40
Alex Basin East 39	5,905.2	6,693.9	
Alex Quay West 28	1,815.1	5,657.5	
Alex Quay West 29	1,751.9	438.4	
Alex Quay West 30	4,861.9	55.9	Construction site in 2025
Alex Quay West 31	0.0	21.7	Construction site in 2025
Cross Berth Quay	104.5	8.0	See Note
Deep Water Berth 46	3,024.3	2,735.8	
Deep Water Berth 47	3,295.7	2,815.9	
ESB Jetty 48	32.0	0.0	Owned by ESB. See note S12(a)
MTL 41	582.7	0.0	Grouped Berth 41-44
MTL 42	3,206.3	3,812.9	Grouped Berth 41-44
MTL 44	5,226.3	5,971.5	Grouped Berth 41-44
MTL 45	2,497.5	3,397.7	
Ocean Pier 33	4,295.4	4,449.6	
Ocean Pier 34	38.2	0.0	See note S12(a)
Ocean Pier 35	2,368.9	2,967.5	
Ocean Pier 37	2,279.7	2,930.4	Grouped Berth 36-37
Oil Berth No. 1	5,064.0	4,867.9	
Oil Berth No. 2	5,130.7	4,627.8	
Oil Berth No. 3	1,801.1	2,056.1	
Oil Berth No. 4	292.6	266.8	See note S12(a)
Total	119,594.0	110,734.6	

Figure 11: 2024 & 2025 Berth occupancy by hours per year

Monthly Berth Occupancy Heatmap (Hours) – Dublin Port

2024

Berth	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
18	660	1,417	173	574	578	725	3,288	6,715	124	451	230	1,661
19	0	0	19	0	0	43	0	0	40	48	58	202
21	130	88	262	56	198	218	179	224	42	0	22	139
26	351	356	341	343	344	337	352	353	378	402	393	445
27	213	224	338	256	318	357	276	319	316	254	268	415
49	207	299	329	324	331	310	320	321	314	324	302	497
50	0	0	0	0	0	0	0	0	70	0	0	0
50A	299	253	350	385	232	302	315	330	303	373	311	310
50N	355	400	527	364	402	363	533	420	389	463	440	567
50S	386	423	467	454	469	359	514	518	348	458	395	515
51	350	307	333	323	311	294	295	292	320	328	312	399
51A	158	124	97	106	367	446	433	495	468	189	144	331
52	138	198	207	209	197	195	201	213	184	207	215	273
53	2,358	1,343	95	0	0	0	7,261	0	0	0	3	547
Alex Basin East 39	464	401	490	563	548	467	500	461	447	542	464	559
Alex Quay West 28	374	53	90	63	230	19	0	61	32	97	656	141
Alex Quay West 29	0	0	101	179	238	249	297	174	162	120	0	234
Alex Quay West 30	499	605	340	456	617	433	510	681	406	315	0	0
Alex Quay West 31	0	0	0	0	0	0	0	0	0	0	0	0
Cross Berth Quay	0	105	0	0	0	0	0	0	0	0	0	0
Deep Water Berth 46	201	381	231	260	438	408	215	196	175	177	142	201
Deep Water Berth 47	211	230	284	371	307	284	279	146	204	290	260	431
MTL 41	559	0	0	0	0	24	0	0	0	0	0	0
MTL 42	278	276	291	306	175	209	195	164	354	294	279	386
MTL 44	355	338	412	369	376	437	385	461	432	540	580	543

MTL 45
 Ocean Pier 33
 Ocean Pier 34
 Ocean Pier 35
 Ocean Pier 37
 Oil Berth No. 1
 Oil Berth No. 2
 Oil Berth No. 3
 Oil Berth No. 4

54	55	9	61	271	229	332	255	263	310	307	353
357	298	330	372	398	330	321	349	302	359	322	557
0	0	0	0	0	0	0	0	0	0	38	0
173	191	292	255	251	190	153	86	135	130	261	252
257	222	232	133	170	227	208	80	136	162	141	312
367	355	453	389	442	469	396	413	486	517	375	403
395	434	355	423	432	431	569	392	462	422	353	463
166	107	124	164	209	107	175	121	196	157	151	126
63	19	0	39	41	0	37	26	17	18	21	13

Figure 12: Berth Occupancy heatmap of hours per month 2024

Monthly Berth Occupancy Heatmap (Hours) – Dublin Port

2025

Berth	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
18	563	185	326	92	1,123	583	1,357	355	1,334	1,890	479	450
19	76	0	0	0	0	0	0	0	0	0	0	0
21	65	82	119	102	118	88	105	140	94	138	78	294
26	312	347	398	352	346	349	226	271	389	397	411	420
27	218	326	230	191	216	239	290	273	245	255	287	299
49	277	271	279	309	348	352	361	354	337	335	294	366
50	13	0	0	0	0	39	0	0	0	0	0	0
50A	318	398	322	357	342	314	343	175	242	562	371	548
50N	416	433	538	507	488	479	521	494	428	562	511	536
50S	474	393	567	504	452	364	400	442	542	509	505	518
51	358	321	368	336	358	354	306	280	310	338	319	301
51A	223	206	176	367	494	505	502	447	268	150	147	307
52	204	208	198	192	207	202	221	206	229	215	200	248
53	0	0	0	0	0	4,682	4,053	0	0	0	628	0
Alex Basin East 39	389	542	527	537	563	569	584	613	563	575	600	632
Alex Quay West 28	503	432	389	390	518	468	367	363	702	515	354	656
Alex Quay West 29	57	90	57	29	57	34	36	56	21	0	1	0
Alex Quay West 30	31	25	0	0	0	0	0	0	0	0	0	0
Alex Quay West 31	22	0	0	0	0	0	0	0	0	0	0	0
Deep Water Berth 46	337	109	259	71	290	266	285	151	266	356	256	91
Deep Water Berth 47	386	310	153	202	161	180	197	291	334	235	179	188
MTL 41	0	0	0	0	0	0	0	0	0	0	0	0
MTL 42	226	227	398	311	355	355	263	356	395	208	290	428

MTL 44	406	400	558	475	645	372	447	457	546	518	599	549
MTL 45	169	300	307	340	326	225	359	265	247	293	374	195
Ocean Pier 33	364	308	388	292	361	412	346	387	393	433	360	405
Ocean Pier 34	0	0	0	0	0	0	0	0	0	0	0	0
Ocean Pier 35	107	231	226	292	235	323	218	271	228	359	202	276
Ocean Pier 37	286	282	411	221	258	196	244	251	226	196	179	181
Oil Berth No. 1	413	356	403	356	446	423	384	415	326	473	438	435
Oil Berth No. 2	321	336	351	373	367	458	425	426	331	442	397	402
Oil Berth No. 3	100	219	144	175	192	217	198	219	143	179	92	179
Oil Berth No. 4	26	145	14	0	0	33	0	27	0	0	22	0

Figure 13: Berth Occupancy heatmap of hours per month 2025

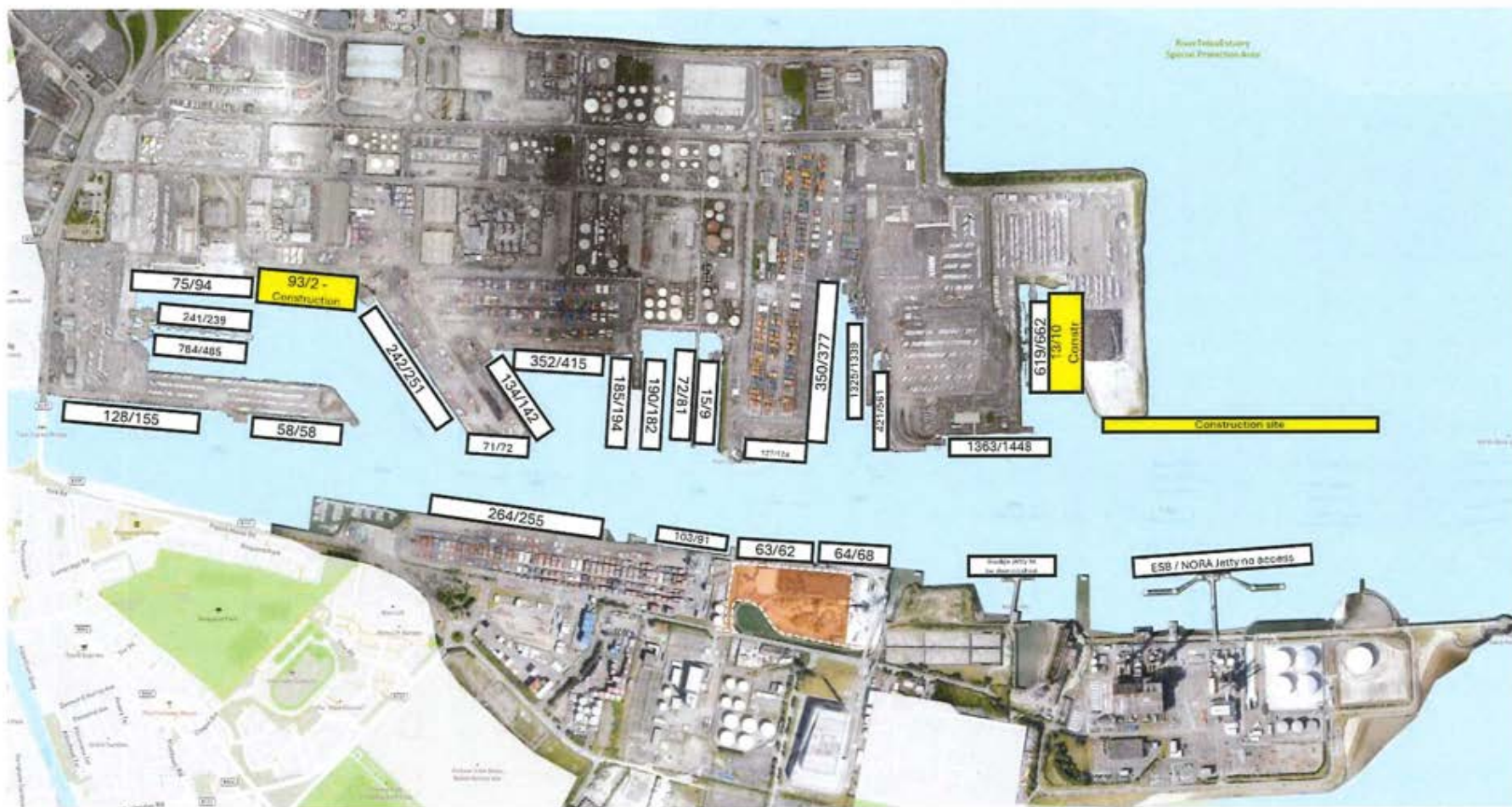


Figure 14: Number of arrivals per berth per annum 2024/2025

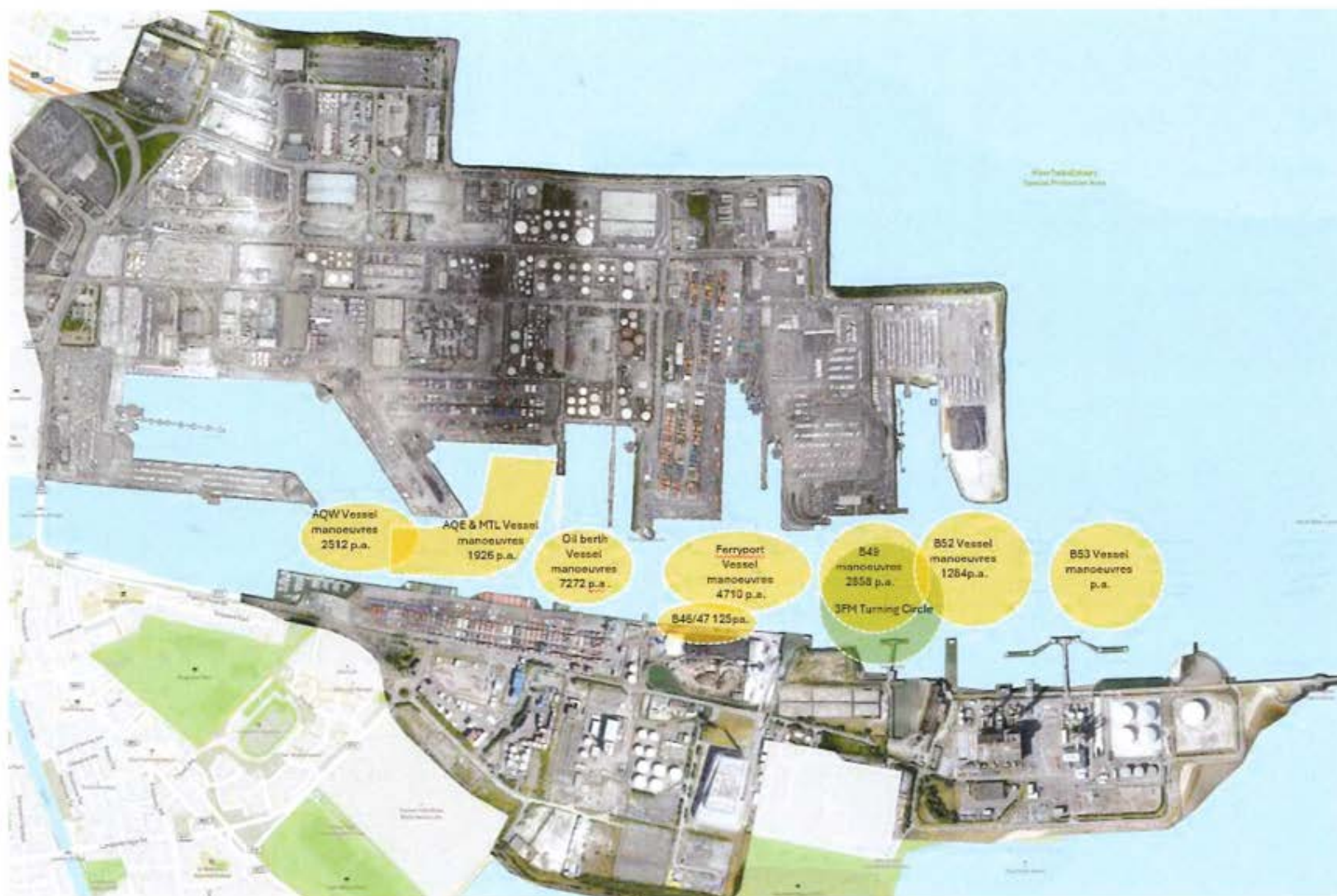


Figure 15: Numbers of vessels manoeuvring at each basin / berth entrance(2024).



a. Contextual general notes on berth occupancy rates

1. Berth 21 has just undergone a ramp refurbishment and will return to full RoRo service.
2. Berths 30 & 31 are a construction site under ABR/ Masterplan until Q2 2027
3. Berth 34 is the southern end of Ocean Pier and is impractical for tug use due to the regularity of traffic to Berth 33 and the CUA cargo operations on the quayside.
4. Berth 48 is owned by ESB, therefore port users have no access to the berth, the berth is of a jetty type and suitable only for docking of oil tankers.
5. Berth 50 arrivals must be read in conjunction with Berth 50N and Berth 50S as this is how the berth is practically used in two halves.
6. Berth 53 is now closed due to construction on MP2.
7. OB4 is a hazardous and ATEX area that cannot be used for anything other than restricted oil jetty operations

b. Berth 18 current variation of port related operations.

- Berth 18 towage capacity is currently one operator and two tugs. This demonstrates that towage usage at Berth 18 is under utilised and under capacity.
- Up to 40 cruise ships per annum book at Berth 19 during the months of April to October. The cruise calls are planned and booked two to three years ahead of the port call as is customary in the cruise industry given the timeline of selling cruises to customers.
- Visiting naval vessels on trade / embassy missions and or re-fuelling and stores.
- Berth 18 is the only berth available for a commercial vessel to carry out a repair, albeit Berth 18 is too busy for vessels to use this facility for more than a few days.
- Docking location for dredging operations, involving dredger, barge and supporting workboats.
- Specialist construction craft for the MP2 project jack-up-barge, floating barge with cranes and piling rigs, supporting workboats.

There are a number of overlapping infrastructure projects to take place at Berth 18 over the coming years as follows:

- The Point Square development at the west end of Berth 18 - 2026 onwards.
- The Liffey Tolka Greenway construction area - 2027 onwards
- Construction of temporary floating pontoon arrangements for relocation of Harbour Operations Pilot boat craft and tugs - Q3 2027 onwards pending permissions.

- Relocation of Poolbeg Marina and craft - Date TBD pending decision by Coimisiún An Pleanála.
- Construction of 3FM SPAR bridge – date TBD pending decision by An Coimisiún An Pleanála.

The construction design of the temporary Harbour Operations pontoons will include berthing facilities for pilot boats and up to 4 tugs, moored singly on a lengthened pontoon rather than two-abreast so as to avoid encroachment on the adjacent navigation channel, pending detailed design process which will be completed in late 2026.

The cruise industry has been notified that cruise operations will cease in Q3 2027 to facilitate the planned construction of pontoons for pilot boat and tug operations. DPC undertook these cruise industry communications in Q4 2025. The sole location for cruise calls at Dublin Port will then be the Dublin Bay Anchorage, with tendering operations to Dún Laoghaire. Dún Laoghaire can cater for smaller cruise ships to dock in Dún Laoghaire Harbour.

c. Berth 18 Occupancy Data

Berth 18 sits along the North Wall Quay immediately east of the Tom Clark Bridge. area with circa 215m of river facing quay wall. Beyond this length the quay wall is within a licensed RoRo terminal comprising an active RoRo ramp and all associated safety and security requirements for RoRo terminal operations. The quay wall is lined entirely with trailer bays that are occupied by reversing trailers for the four daily departures and four daily arrivals that take place at the RoRo jetty, Berth 21 and associated terminal.



Figure 17: Berth 18 with cruise ship docked, Berth 19 showing RoRo trailer operations

Berth 18 serves as a multi-use berth for a variety of operations such as: cruise, layover, storm berth for construction craft vessels contracted within the Port, dredger base, naval vessel calls, sailing ship calls and mobilisation / demobilisation of some marine plant. The only cargo / commercial operation at Berth 18 is the 30-40 cruise calls per year. Given that the nature of the occupancy is by vessels of a shorter length (aside from cruise) it is possible for multiple small vessels to dock on Berth 18 at any one time. This is reflected in the following suite of occupancy tables:

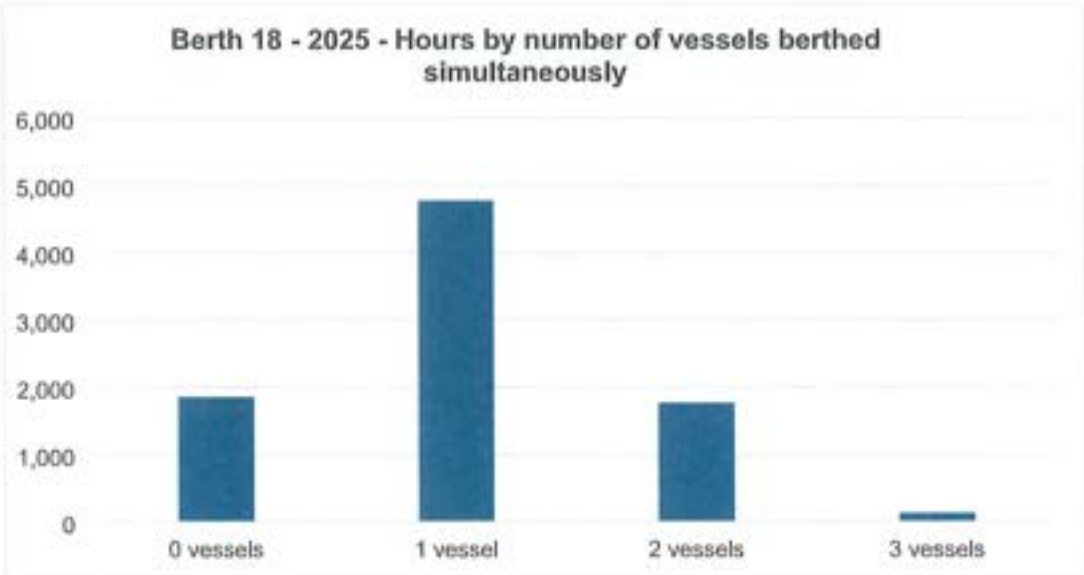


Figure 18: Berth 18 2025 Occupancy by number of vessels berthed simultaneously

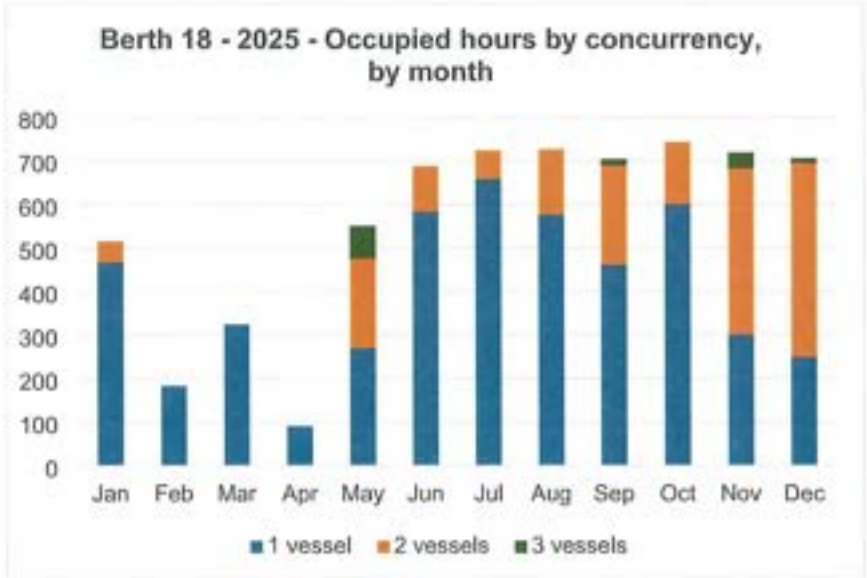


Figure 19: Berth 18 -2025- Occupied hours by concurrency by month

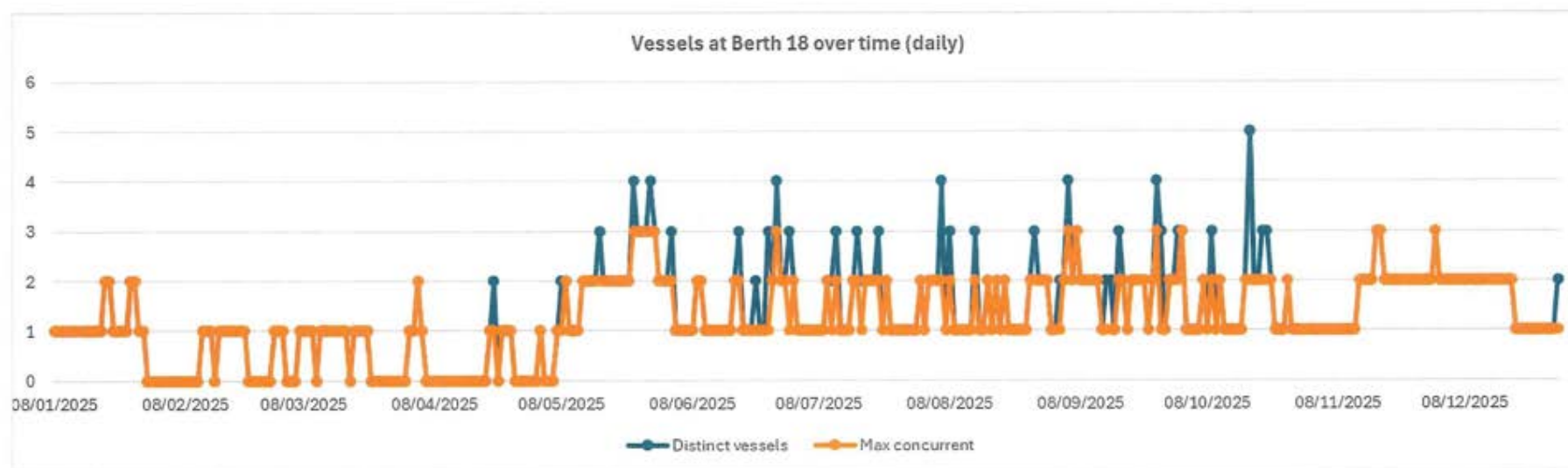


Figure 20: Berth 18 - 2025 - Vessels at berth - daily

13. Context Notes on berths

a. River Area West of the Tom Clarke Bridge

The river area west of the Tom Clarke Bridge is primarily used for non-commercial purposes, including visits by naval vessels, tall ships, and the hosting of community and ceremonial events. While these vessels do not engage in commercial cargo operations, their movements nonetheless require the use of the navigation channel and the provision of marine services, including Vessel Traffic Services (VTS), pilotage, and, where necessary, towage.

Access to the river west of the Tom Clarke Bridge is constrained by the high volume of road traffic carried by the bridge. As a result, bridge openings are subject to defined restrictions. Dublin Port Company publishes the permitted opening windows in Notice to Mariners (NtM) No. 10 of 2026. In summary, bridge openings are permitted outside the peak traffic periods of 0600–1000 hours and 1500–2000 hours.

b. Berth 25

Berth 25 is unused by cargo vessels due to its lateral proximity to the recently built RoRo Jetty (Berths 26 and 27). The quay wall is part of a licensed RoRo terminal with no safe access through that terminal for other operations. The narrow gap between a docked vessel on RoRo Jetty No. 26 and the quay wall of Berth 25 is insufficient for tugs or other critical operational craft to be moored. The RoRo jetty provides berthing and cargo infrastructure for large ferries currently operating between Dublin and Liverpool. The models of ferries currently operating the service are 195m in length. The RoRo jetty has a design capacity to facilitate ferries of up to 240m in length.

Figure 21 below shows the typical track of a ferry (Vespertine) arriving to Berth 26. The ferry name is indicative of size only. The ferry completes its turn in the main river area and then reverses into Alexandra Basin West. This is a complex manoeuvre where the prevailing wind (south through to west) pushes the vessel to the northeast. In typical wind conditions the vessel will overswing when approaching line of the jetty so as to make progress upwind and clear of the jetty when manoeuvring astern. The vessel's master will keep the vessel south of the line of the jetty until the vessel is closer to the linkspan and then drop northwards on to the fender line. The dynamic nature of such a manoeuvre cannot be impacted by the presence of other vessels docked close-by, and vice versa, critical port assets such as tugs and pilot boats should not be docked adjacent to large manoeuvring vessels in a manner

that the ferry makes a very close pass to these critical assets. These manoeuvring factors, combined with the unsafe shore access arrangements whereby tug crews would have to repeatedly transit a busy 3-ramp RoRo terminal make Berth 25 unsafe for a tug berth.

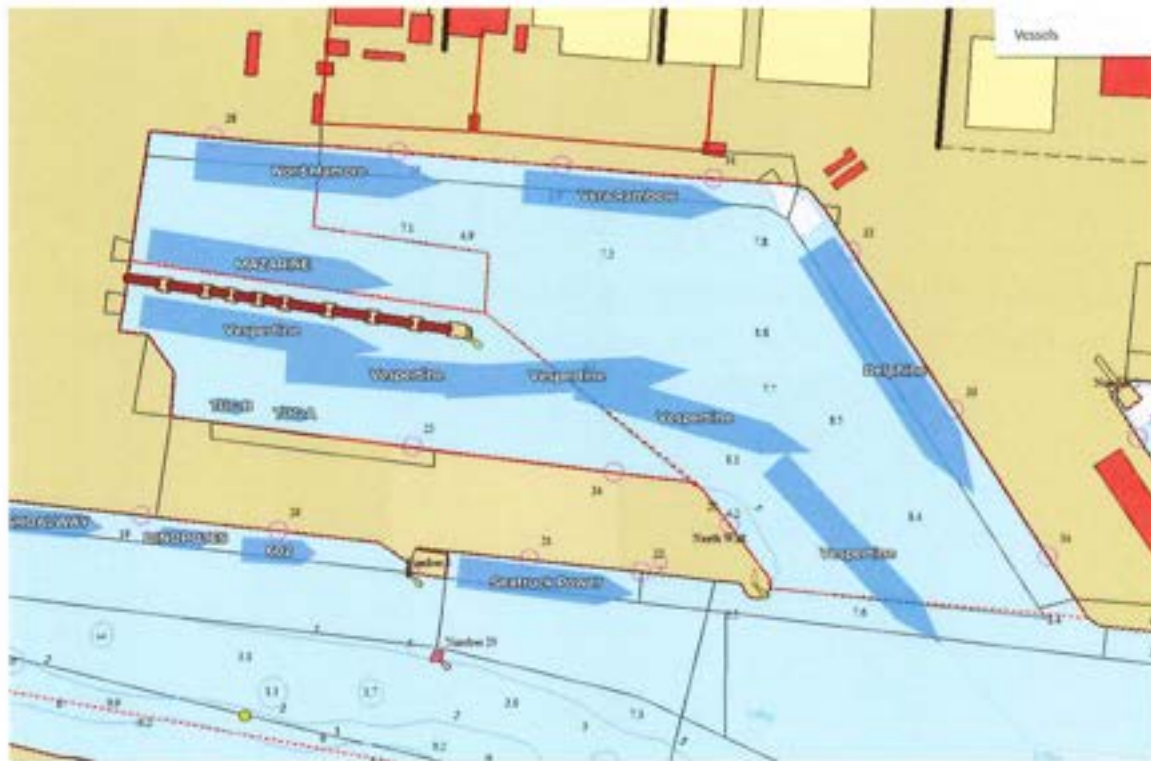


Figure 21: Diagram of typical approach of a ferry to Berth 26

c. Berth 46 & Nib

Berth 46 is an operational quay wall supporting a variety of bulk solid and bulk liquid cargo operations, including scrap metal, cement, petcoke, molasses, vegetable oil and pipeline facilities for the National Oil Reserve Agency. The Nib is a short perpendicular annex to Berth 46. No docking is permitted on the western side of the Nib due to the presence of the underwater emergency cooling suction. The eastern side of the Nib is used as a short-term mooring location for a single tug for limited periods. This Nib has been used as a short-term tug docking location approximately twenty times per year, with each occasion typically lasting around 12 hours.

- There is no shore power provision at this berth.
- The tug is longer than the available berth length, which is suboptimal from a safe mooring perspective.
- The adjacent quay wall does not present a safe access when scrap or other cargo operations are taking place.
- DPC has received written complaints from the owner of a tug that has utilised this short term arrangement.

The Berth 46 Nib has only been used as a short term measure when large cruise vessels are scheduled to arrive at Berth 18; the tug docked at Berth 18 is shifted to the eastern side of the nib for a 12 hour period. This shift of the tug can only occur without there being a scrap vessel booked to dock at Berth 46 to load scrap for export.



Figure 22: Cargo vessel docked at Berth 46



Figure 23: Tug docked at Berth 46 Nib showing blocked access and proximity of cargo operations



Figure 24: Access and infrastructure issues at Berth 46 Nib

d. Notes in relation to 3FM

The Maritime Village element of the 3FM project includes provision for a pontoon area suitable for tug berthage should demand increase. This facility forms part of the 3FM planning submission awaiting approval from An Coimisiún An Pleanála. While the completion date for the Maritime Village is uncertain pending a planning decision, DPC has committed to ensuring the provision of temporary tug berthage in circa 2030, pending delivery of the permanent Maritime Village berths.

e. Cross Berth Quay

The area between Berths 28 and the Berth 27 RoRo jetty is a short length of quay wall within a licensed RoRo terminal area. The quay wall length in its entirety is 80m; however, the length is reduced to approximately 40m between the berth pockets of the adjacent berths. This cross-berth quay area is utilised by tugs that are working to dock bulk carriers on the northern berth in Figure 18. The ship types using the adjacent berths are:

1. Berth 28 - Large single screw bulk carriers. LOA up to 229m, beam 33m
2. Berth 27 - Large single screw RoRo freight vessels. LOA 200m, beam 26m.

The RoRo vessels' use of tugs is relative to unfavourable wind conditions. The bulk carriers will use two tugs for every arrival and departure. The bulk carrier must use the western end of Alexandra Quay west as the eastern end is a construction site until late 2026. Upon completion of the construction site the eastern end will be a LoLo berthing area, meaning the large bulk carriers will remain to the west. Due to the lack of manoeuvring space for these vessels while using tugs, there are restrictions upon their arrival and departure for reasons of marine safety. The docking of a vessel on cross-berth-quay would interfere with the tugs working the bulk carrier into the western position. Figure 2 shows how the aft tug that is working the bulk carrier (tugs affixed with red lines indicating tugs lines), cannot manoeuvre with a tug berth present on cross berth quay.

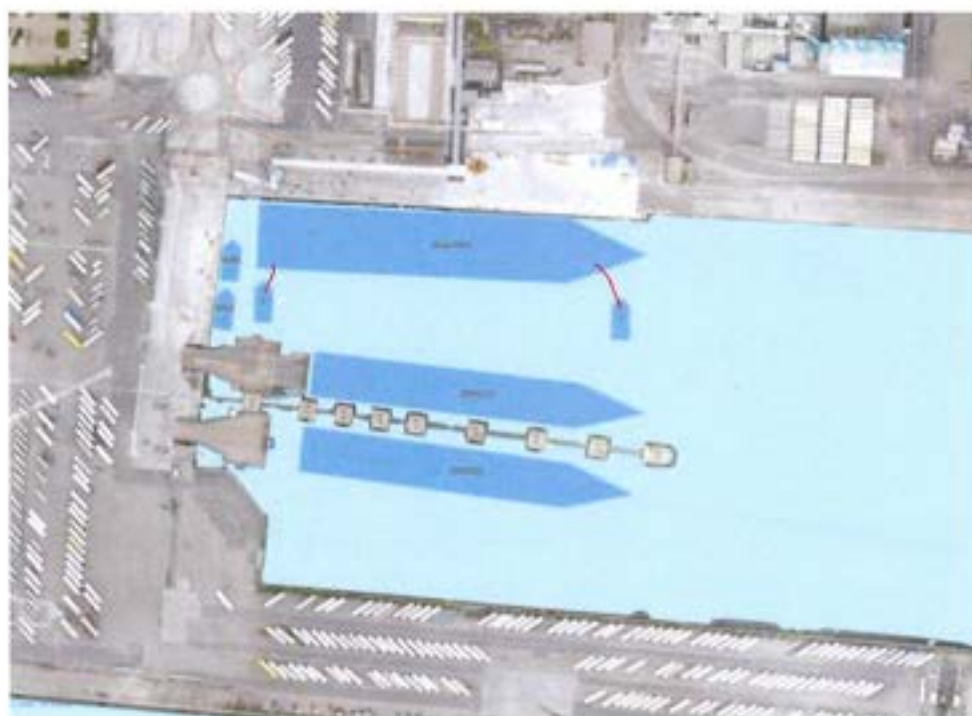


Figure 25: Cross berth quay unsuitable manoeuvring space available

14. Assessment of Berth Criteria as per Methodology

This document has set out in detail:

1. That the number of available berths available for towage operations exceeds demand.
2. The current usage of every berth by cargo mode, regularity, and occupancy.
3. The context of the high rate and number of vessel arrivals at Dublin Port
4. The high cargo throughput at Dublin Port
5. The safety requirements for shore access, vessel manoeuvring, mooring and the resultant impact of these three requirements.
6. The resultant lack access to cargo berths for towage operations
7. The critical importance that Dublin Port places on the towage operations and availability of berths for towage in line with DPC's Masterplan
8. The increased towage infrastructure that will be provided in the short and medium term at DPC

The Table in Section 14 lists the resultant availability, or not, of each of the berth area taking into account all of the factors described in Sections 4 – 12.

HM Assessment of Berth Criteria					
Berth No.	Description of current berth use:	Is the berth safe for tug mooring with regard to shipping manoeuvres?	Is there safe shoreside access & egress for tug crews?	Is the berth available permanently with mooring, water and electrical power?	Conclusion: Is the berth suitable and available as base for towage operations
18	Towage, naval vessels, works vessels, cruise calls (circa 30-40 per year pre-booked until Q3 2027), vessel repair. No access from Q3 2027 due to Masterplan works – MP2 project and later 3FM. (see note)	Yes	Yes	Yes	Pre Q3 2027: Yes 2 tugs x 1 operator.
					Post Q3 2027: Yes - 4 tugs x 4 operators
19	Layover berthage for Terminal 4 vessel.	Yes	No. No shoreside access due to adjacent high throughput RoRo terminal (unless by a ferry of that terminal operation).	No	No
21	Active RoRo berth with linkspan	No, berth utilised by commercail RoRo shipping	No, access is within a licenced high throughput RoRo terminal	No	No
25	Unusable due shipping access & shipping proximity and location within a high throughput RoRo terminal	No. Adjacent ship manoeuvres onto RoRo jetty.	No. Location is within a high throughput RoRo terminal	No	No
26, 27	RoRo jetty designed for ferry use and not suitable for tug mooring or access. Active RoRo terminal	No. Adjacent ship manoeuvres onto RoRo jetty.	No. Design of jetty is RoRo ramp access only. Location is within a high throughput RoRo terminal	No	No

28-31	<i>Common User Area berths for multimodal cargoes of RoRo, LoLo, car carrier and bulk solid cargo operations</i>	<i>No. Adjacent ship manoeuvres onto common user area berths</i>	<i>No. Location is within a high throughput multi modal terminal</i>	<i>No</i>	<i>No</i>
32-34	<i>Common User Area berths for multimodal cargoes of RoRo, LoLo, car carrier and bulk solid cargo operations</i>	<i>No. High occupancy of these berths requires clear water access by manoeuvring vessels.</i>	<i>No. Location is within a high throughput multi modal terminal</i>	<i>No</i>	<i>No</i>
35	<i>Common User Area berths for multimodal cargoes of RoRo, LoLo, car carrier and bulk solid cargo operations</i>	<i>No. High occupancy of these berths requires clear water access by manoeuvring vessels.</i>	<i>No. Location is within a high throughput multi modal terminal</i>	<i>No</i>	<i>No</i>
38-40	<i>Common User Area berths for multimodal cargoes of RoRo, LoLo, car carrier and bulk solid cargo operations</i>	<i>No. High occupancy of these berths requires clear water access by manoeuvring vessels.</i>	<i>No. Location is within a high throughput multi modal terminal</i>	<i>No</i>	<i>No</i>
41-45	<i>LoLo berthage for active adjacent LoLo terminal – MTL. (Berth 45 west available circa 2029/2030 pending planning approval for 3FM project)</i>	<i>No. High occupancy of these berths requires clear water access by manoeuvring vessels.</i>	<i>No. Location is within a high throughput licenced LoLo terminal</i>	<i>No</i>	<i>No</i>
46, 47	<i>Common User Area berths for multimodal cargoes of bulk solid and bulk liquid cargo operations</i>	<i>No. High occupancy of these berths requires clear water access by manoeuvring vessels.</i>	<i>No. Location is within a high throughput multi modal terminal</i>	<i>No</i>	<i>No</i>
46 Nib	<i>Corner of working cargo berth. Temporary access and availability. Limited mooring capability and adjacent to active cargo operations area (see note)</i>	<i>Yes</i>	<i>No. Area is within a high throughput multi modal common user area. Immediately adjacent to scrap export operations.</i>	<i>No</i>	<i>No</i>

48	<i>Owned by ESB, not suitable for marine access by tugs. No shoreside access, inappropriate for tug mooring and access.</i>	No	No	No	No
Sludge Jetty	<i>Derelict, to be removed</i>	No	No	No	No
Oil Berths 1, 2, 3 & 4	<i>Bulk liquid ATEX restricted hazardous area</i>	<i>No. High occupancy of these berths requires clear water access by manoeuvring vessels.</i>	<i>No. Location is within an ATEX - access restricted hazardous area for Class 1, 2 & 3 bulk oil operations and a high throughput terminal</i>	No	No
49	<i>RoRo berthage with linkspan for active RoRo terminal operations</i>	<i>No. High occupancy of these berths requires clear water access by manoeuvring vessels.</i>	<i>No. Location is within a high throughput RoRo terminal</i>	No	No
49A	<i>No shoreside access to adjacent active RoRo terminal – Irish Ferries.</i>	<i>No. High occupancy of these berths requires clear water access by manoeuvring vessels.</i>	<i>No. Location is within a high throughput RoRo terminal</i>	Yes	No
50N, 50S, 50A	<i>LoLo berthage for active adjacent LoLo terminal – DFT</i>	<i>No. High occupancy of these berths requires clear water access by manoeuvring vessels.</i>	<i>No. Location is within a high throughput licenced LoLo terminal</i>	No	No
50N Pumphouse	<i>Towage (See note)</i>	Yes	Yes	Yes	Yes x 2 vessels/ 2 operators

51, 51a	<i>RoRo berthage with linkspan for adjacent RoRo operations – Stena Line, Irish Ferries, Isle of Man ferries.</i>	<i>No. High occupancy of these berths requires clear water access by manoeuvring vessels.</i>	<i>No. Location is within a high throughput RoRo terminal</i>	<i>No</i>	No
52	<i>RoRo berthage with linkspan for active RoRo terminal operations</i>	<i>No. High occupancy of these berths requires clear water access by manoeuvring vessels.</i>	<i>No. Location is within a high throughput RoRo terminal</i>	<i>No</i>	No
53	<i>Construction area for MP2 to build 2 x 240m RoRo berths</i>	<i>No</i>	<i>No</i>	<i>No</i>	No

Figure 26: Berth-by-berth assessment for towage operations

15. Development of Towage Infrastructure

In line with DPC's Masterplan, DPC has developed a plan to increase the available berthage for towage. The berthage infrastructure will meet the requirements detailed in this document, taking into account all safety, sustainability and availability aspects. This development is described in time periods in Figure 27 (below), also at Section 19 Appendix 3.

Period	Berth(s) available for the provision of towage services	Maximum number of providers of towage services	Maximum number of tugs
Period 1: up to Q1 2028	Berth 50N	2	2
	Berth 18	1 (See Note 1)	2 (See Note 1)
During Period 1	Dublin Port Company proposes to limit the number of providers of towage services for Dublin Port to a maximum of 3 providers of towage services (with a maximum of 4 tugs) (See Note 1)		
Period 2: from Q1 2028 up to Q1 2030	Berth 50N	2	2
	Berth 18 (See Note 2)	4 (See Note 2)	4 (See Note 2)
During Period 2	Dublin Port Company proposes to limit the number of providers of towages services for Dublin Port to a maximum of 6 providers of towage services (with a maximum of 6 tugs) (See Note 2)		
Period 3: from Q1 2030 onwards	Berth 50N	2	2
	Berth 18 (See Note 2)	4 (See Note 2)	4 (See Note 2)
	Berth 3FM (See Note 3)	4 (See Note 3)	4 (See Note 3)
During Period 3	Dublin Port Company proposes to limit the number of providers of towage services for Dublin Port to a maximum of 10 providers of towage services (with a maximum of 10 tugs) (See Note 3) (See Note 4)		

Figure 27: Table of existing and planned maximum number of operators and tugs

Notes:

(1). Berth 18 can only support one operator with two tugs at this time.

(2). By Q1 2028 Dublin Port Company plans to have constructed a docking facility which could be used by up to four operators, if each operating one tug. Construction (including the anticipated number of tugs and providers of towage services set out in the table above) is subject to and conditional upon design and planning permission(s).

(3). During 3FM construction Dublin Port Company plans to construct a further four berths on the southside resulting in up to 4 tugs. Construction (including the anticipated number of tugs and providers of towage services set out in the table above) is subject to and conditional upon design and planning permission(s).

(4) The increase in the maximum number of providers of towage services (and associated tugs) between Period 2 and Period 3 is attributable solely to the additional berths anticipated to be constructed during the 3FM Project (see Note 3). The maximum number of providers of towage services (and associated tugs) able to be accommodated at Berth 50N and Berth 18 respectively does not change between Period 2 and Period 3.



Figure 28: Existing towage berthage

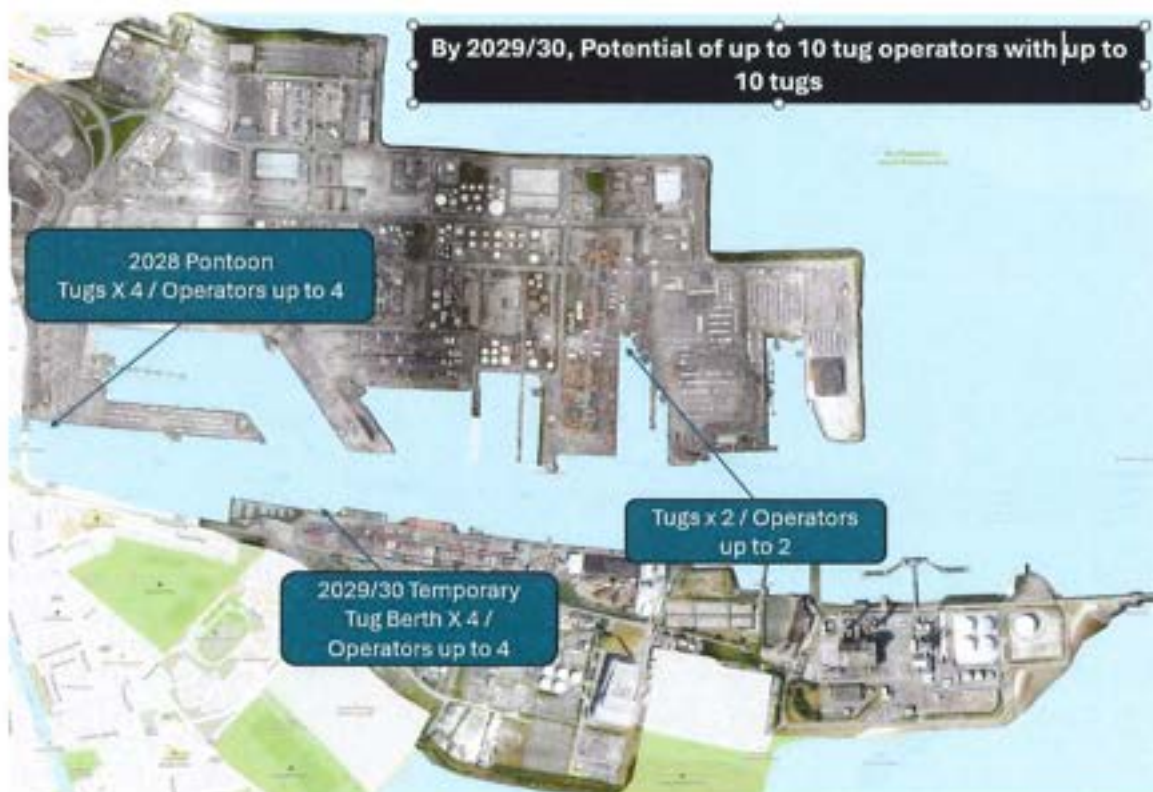


Figure 29: Planned towage berthage

a. Development at Berth 18

Berth 18 sits within the North Wall Quay area with 200m of river facing quay wall. Beyond this 200m length the quay wall is within a licensed RoRo terminal comprising an active RoRo ramp and all associated safety and security requirements for RoRo terminal operations. The quay wall is lined entirely with trailer bays that are occupied by reversing trailers for the four daily departures and four daily arrivals that take place at the RoRo jetty, Berth 21 and associated terminal.

Berth 18 currently serves a variation of port related operations.

- Towage is supported with one current berth space.
- Up to 40 cruise ship calls per annum that take place in the month April to October. These calls are planned and booked two to three years ahead of the port call as is customary in the cruise industry given the timeline of selling cruises to customers.
- Visiting naval vessels on trade / embassy missions and or re-fuelling and stores.
- Berth 18 is the only berth available for a commercial vessel to carry out a repair, albeit Berth 18 is too busy for vessels to use this facility for more than a few days.
- Docking location for dredging operations, involving dredger, barge and supporting workboats.
- Specialist construction craft for the MP2 project jack-up-barge, floating barge with cranes and piling rigs, supporting workboats.

There are a number of overlapping infrastructure projects to take place at Berth 18 over the coming years as follows:

- The Point Square development at the west end of Berth 18 - 2026 onwards.
- The Liffey Tolka Greenway construction area - 2027 onwards
- Construction of temporary floating pontoon arrangements for relocation of Harbour Operations Pilot boat craft and tugs - Q3 2027 onwards pending permissions.
- Relocation of Poolbeg Marina and craft - Date TBD pending decision by Coimisiún An Pleanála.
- Construction of 3FM SPAR bridge – date TBD pending decision by An Coimisiún An Pleanála.

The construction design of the temporary Harbour Operations pontoons will include berthing facilities for pilot boats and up to 4 tugs, moored singly on a lengthened pontoon rather than two-abreast so as to avoid encroachment on the adjacent navigation channel, pending detailed design process which will be completed in late 2026.

The cruise industry has been notified that cruise operations will cease in Q3 2027 to facilitate the planned construction of pontoons for pilot boat and tug operations. DPC undertook these cruise industry communications in Q4 2025. The sole location for cruise calls at Dublin Port will then be the Dublin Bay Anchorage, with tendering operations to Dún Laoghaire. Dún Laoghaire can cater for smaller cruise ships to dock in Dún Laoghaire Harbour.

Dublin Port recognises the need and has planned for tug berths at Berth 18. The construction is planned to commence in Q3 2027 for a period of approximately 4-6 months, after which there will be facilities for up to four tugs (moored singly on a lengthened pontoon, not two-abreast, to avoid encroachment on the adjacent navigation channel) and a maximum of two operators upon completion. The berths will have safe access, be safe from other manoeuvring ships and offer the water and electric power facilities required.

16. Assessment Conclusion

Dublin Port operates at exceptionally high utilisation of its finite resources—quay frontage, landside space and, critically, navigation channel capacity—while simultaneously delivering major Masterplan projects (MP2 and 3FM) that introduce additional operational interfaces and periods of disruption. In this environment, harbour towage remains a safety-of-navigation service that must be continuously available and supported by infrastructure that is safe, tide-independent and operationally reliable.

This assessment has applied the safety, availability and sustainability requirements set out in Section 11 to the full range of berth options across the Port. The berth-by-berth assessment in Section 14 demonstrates that the vast majority of quay walls are not suitable for towage operations because one or more of the following constraints apply: proximity to vessel manoeuvring areas (where a manoeuvring vessel cannot safely plan around a berthed tug), lack of safe shore access due to active terminal operations and ISPS/security controls, and the inability to provide dedicated 24/7 availability with permanent utilities (shore power and water). Locations west of the Tom Clarke Bridge are additionally constrained by depth/tidal limitations and bridge-opening windows, making them unsuitable for day-to-day towage basing.

Accordingly, and in the context that current provision of towage infrastructure exceeds demand, this assessment concludes that dedicated towage berthage at Berths 18 and 50N provide an increasing level of infrastructure that meet the criteria of this assessment. Other berths in the Port do not pass the criteria as set out. Creating additional permanent tug berthage elsewhere within the active commercial areas would not only displace essential cargo capacity, but would also introduce avoidable navigational and operational risk in an already constrained manoeuvring and traffic-management environments.

At the same time, the Port's Masterplan delivery programme is recognised as a material operational challenge, particularly during the periods where works and temporary arrangements affect access and berthing patterns (including planned works at Berth 18 from Q3 2027 and onward). For that reason, Dublin Port has maintained a planned pathway for towage infrastructure continuity and future scalability, including: continued use of Berth 50N; development of purpose-designed facilities at Berth 18 (including safe access and utilities); and provision within the 3FM programme for additional tug berths, subject to planning permission and programme certainty. This approach preserves operational resilience during construction phases while ensuring that additional capacity can be delivered ahead of future demand.

In summary, the assessment supports a clear position: towage infrastructure must be dedicated, safe, accessible and continuously available; The scarcity of land and water access, the nature of the port layout and operations are objectively evidenced here as necessitating a limitation of the number of towage providers, albeit within the context of the significant infrastructure that is already currently available (above demand) and the increases in this infrastructure that are planned from 2027 onwards. The absence of limitation would have towage operations impacting significantly on the risks as laid out in this document. All cargo berth locations in Dublin Port cannot meet the safety and operational towage requirements; and the existing and planned provision of infrastructure at Berths 18 and 50N (with future provision via 3FM) meets the safety and operational requirements for Dublin Port at this time.

17. Appendix 1 Source information for Cargo Throughput

Port	Cargo_source	Area_source	Notes
Port of Gdańsk	https://www.marinepoland.com/port-of-gdansk-reports-further-increase-in-throughput-liquid-bulk-cargo-dominates-as-container-volumes-reach-record-high-2293	https://www.portgdansk.pl/en/business/general-information/	Port of Gdańsk publishes both total surface and water surface, enabling land-only derivation.
Port of Algeciras Bay	https://www.cadenadesuministro.es/transporte-maritimo/puerto-algeciras-movio-mas-103-millones-toneladas-en-2024_1506708_102.html	https://www.ineco.com/ineco/en/communication/connected/port-of-algeciras-the-works-of-hercules	Land figure uses published "service area" (4.8 million m ²) as land-only proxy; not a full estate measure.
Dublin Port	https://www.dublinport.ie/wp-content/uploads/2025/09/DPC_ARA_2024_English_LR.pdf	https://www.dublinport.ie/dublin-safeport/	Land area stated as "261-hectare port estate" on Dublin Port Company SafePort page.
Port of Valencia (Valenciaport system)	https://www.informare.it/news/gennews/2025/20250218-porto-Valencia-traffico-Y-2024uk.asp	https://ports.marinelink.com/ports/port/valencia	Throughput is for the Valenciaport system (Valencia+Sagunto+Gandia); area figure is for Port of Valencia as commonly reported.
Ports of Genoa (Western Ligurian Sea Port Authority)	https://www.portsofgenoa.com/en/?catid=0&id=677	https://maritime-executive.com/editorials/genoas-grand-plans-are-dredging-success-story	Throughput shown as 64.5 mln tons on port authority website; land area from an interview quoting port authority.
Port of Barcelona	https://www.portdebarcelona.cat/sites/default/files/content/file/2025/12/04/98/memoria_2024_en_0.pdf	https://www.portdebarcelona.cat/sites/default/files/content/file/2025/12/04/98/memoria_2024_en_0.pdf	Both throughput and land area sourced from Port of Barcelona Annual Report 2024.
Port of Constanța	https://www.libertatea.ro/stiri/motivul-pentru-care-traficul-de-marfuri-a-scazut-in-portul-constant-a-5224858	https://www.comvex.ro/wp-content/uploads/721-27-Port-of-Constanta-info-Convex.pdf	Cargo tonnage cited as CNAPMC data by Romanian press; land/water split from Convex port information document.
Port of Rotterdam	https://www.portofrotterdam.com/en/about-port-authority/finance/annual-reports	https://www.ship-technology.com/projects/port-of-rotterdam-expansion/	Throughput from port authority annual report page; land area from Ship Technology profile (land-only, not land+water).
Port of Amsterdam	https://www.transport-online.nl/82148/meer-opbrengsten-voor-amsterdamse-haven-ondanks-lichte-daling-overslag/	https://www.ship-technology.com/projects/port-of-amsterdam/	Throughput reported from the 2024 annual report in Dutch trade press; land area from Ship Technology profile.
Port of Hamburg	https://www.hafen-hamburg.de/en/current/statistics/	https://diercke.de/content/hamburg-hafen-978-3-14-100900-2-34-2-1	Land/water split from Diercke educational atlas resource.

18. Appendix 2 Berth 18 – All movements 2025

Berth 18 — Arrivals & Departures (2025)							
Arrivals (To=18): 127				Departures (From=18): 125			
Date / Time	Move	Ship	From	To	Category	GRT	LOA (m)
08/01/2025 11:59	ARR	BERTH 18	SEA (DBB)	18	Pleasure Craft	0	198.0
20/01/2025 19:30	ARR	BERTH 18	SEA (DBB)	18	Pleasure Craft	0	198.0
21/01/2025 11:59	DEP	BERTH 18	18	SEA (DBB)	Pleasure Craft	0	198.0
26/01/2025 06:59	ARR	TOM CREAN	SEA (DBB)	18	Work Vessel	1,305	52.8
27/01/2025 15:54	DEP	TOM CREAN	18	SEA (DBB)	Work Vessel	1,305	52.8
29/01/2025 23:59	DEP	BERTH 18	18	SEA (DBB)	Pleasure Craft	0	198.0
12/02/2025 15:27	ARR	GEO OCEAN VI	SEA (DBB)	18	Work Vessel	1,429	53.8
14/02/2025 23:31	DEP	GEO OCEAN VI	18	SEA (DBB)	Work Vessel	1,429	53.8
16/02/2025 17:09	ARR	GEO OCEAN VI	SEA (DBB)	18	Work Vessel	1,429	53.8
22/02/2025 04:10	DEP	GEO OCEAN VI	18	SEA (DBB)	Work Vessel	1,429	53.8
07/03/2025 04:12	ARR	OCEAN PROTECTOR	SEA (DBB)	18	Work Vessel	2,173	62.0
10/03/2025 11:15	DEP	OCEAN PROTECTOR	18	SEA (DBB)	Work Vessel	2,173	62.0
12/03/2025 09:15	ARR	MAIN (GERMAN NAVY)	SEA (DBB)	18	Navy Vessel	3,506	101.0
18/03/2025 10:03	DEP	MAIN (GERMAN NAVY)	18	SEA (DBB)	Navy Vessel	3,506	101.0
20/03/2025 13:38	ARR	GEO OCEAN VI	SEA (DBB)	18	Work Vessel	1,429	53.8
23/03/2025 15:01	DEP	GEO OCEAN VI	18	SEA (DBB)	Work Vessel	1,429	53.8
02/04/2025 09:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
02/04/2025 10:45	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
03/04/2025 18:36	ARR	GEO OCEAN VI	SEA (DBB)	18	Work Vessel	1,429	53.8

04/04/2025 09:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
04/04/2025 10:30	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
05/04/2025 09:38	DEP	GEO OCEAN VI	18	SEA (DBB)	Work Vessel	1,429	53.8
19/04/2025 10:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
19/04/2025 11:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
22/04/2025 08:25	ARR	OCEAN NOVA	SEA (DBB)	18	Cruise Liners	2,183	72.8
22/04/2025 13:01	DEP	OCEAN NOVA	18	SEA (DBB)	Cruise Liners	2,183	72.8
24/04/2025 10:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
24/04/2025 11:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
24/04/2025 15:12	ARR	AOIBHINN LIE	SEA (DBB)	18	Navy Vessel	340	55.0
26/04/2025 07:01	DEP	AOIBHINN LIE	18	SEA (DBB)	Navy Vessel	340	55.0
03/05/2025 09:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
03/05/2025 10:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
08/05/2025 06:23	ARR	SEABOURN VENTURE	SEA (DBB)	18	Cruise Liners	23,615	172.3
08/05/2025 17:37	DEP	SEABOURN VENTURE	18	SEA (DBB)	Cruise Liners	23,615	172.3
09/05/2025 18:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
09/05/2025 20:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
13/05/2025 04:36	ARR	WORLD EXPLORER	SEA (DBB)	18	Cruise Liners	9,923	119.9
13/05/2025 13:31	DEP	WORLD EXPLORER	18	SEA (DBB)	Cruise Liners	9,923	119.9
13/05/2025 16:45	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
13/05/2025 17:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
14/05/2025 08:45	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
14/05/2025 09:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5

14/05/2025 16:45	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
14/05/2025 18:30	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
14/05/2025 20:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
14/05/2025 20:45	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
15/05/2025 09:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
15/05/2025 10:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
15/05/2025 12:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
15/05/2025 12:15	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
15/05/2025 16:45	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
15/05/2025 18:30	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
15/05/2025 20:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
15/05/2025 20:45	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
16/05/2025 06:10	ARR	LE LYRIAL	SEA (DBB)	18	Cruise Liners	10,992	142.1
16/05/2025 08:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
16/05/2025 09:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
16/05/2025 18:50	DEP	LE LYRIAL	18	SEA (DBB)	Cruise Liners	10,992	142.1
17/05/2025 17:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
17/05/2025 18:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
17/05/2025 18:00	ARR	AOBHINN LE	SEA (DBB)	18	Navy Vessel	340	55.0
19/05/2025 09:00	DEP	AOBHINN LE	18	SEA (DBB)	Navy Vessel	340	55.0
20/05/2025 15:00	ARR	LOUISE-MARIE (BELGIAN NAVY)	SEA (DBB)	18	Navy Vessel	3,320	124.0
21/05/2025 10:15	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
21/05/2025 10:30	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5

21/05/2025 11:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
21/05/2025 11:45	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
22/05/2025 18:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
22/05/2025 18:15	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
25/05/2025 10:10	DEP	LOUISE-MARIE (BELGIAN NAVY)	18	SEA (DBB)	Navy Vessel	3,320	124.0
25/05/2025 11:17	ARR	ALEXANDER VON HUMBOLDT II (TALL SHIP)	SEA (DBB)	18	Sail Training Vessel	763	65.1
25/05/2025 13:31	ARR	JOHN PAUL DE JORIA (YACHT)	SEA (DBB)	18	Pleasure Craft	1,365	71.4
28/05/2025 13:30	DEP	ALEXANDER VON HUMBOLDT II (TALL SHIP)	18	SEA (DBB)	Sail Training Vessel	763	65.1
28/05/2025 14:57	DEP	JOHN PAUL DE JORIA (YACHT)	18	SEA (DBB)	Pleasure Craft	1,365	71.4
29/05/2025 13:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
29/05/2025 15:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
29/05/2025 16:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
29/05/2025 17:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
30/05/2025 06:00	ARR	HANSEATIC NATURE	SEA (DBB)	18	Cruise Liners	15,651	138.2
30/05/2025 08:42	ARR	KITTWAKE	SEA (DBB)	18	Work Vessel	217	24.4
30/05/2025 10:47	DEP	GIANO	18	SEA (DBB)	Work Vessel	272	25.8
30/05/2025 22:26	DEP	HANSEATIC NATURE	18	SEA (DBB)	Cruise Liners	15,651	138.2
31/05/2025 05:38	ARR	SILVER WIND	SEA (DBB)	18	Cruise Liners	17,450	162.6
31/05/2025 19:51	DEP	SILVER WIND	18	SEA (DBB)	Cruise Liners	17,450	162.6
01/06/2025 06:22	ARR	SH DIANA	SEA (DBB)	18	Cruise Liners	12,255	124.9
01/06/2025 17:40	DEP	SH DIANA	18	SEA (DBB)	Cruise Liners	12,255	124.9
02/06/2025 06:37	ARR	WORLD TRAVELLER	SEA (DBB)	18	Cruise Liners	9,930	126.0
03/06/2025 00:19	DEP	WORLD TRAVELLER	18	SEA (DBB)	Cruise Liners	9,930	126.0

03/06/2025 05:40	ARR	SIRENA	SEA (DBB)	18	Cruise Liners	30,277	181.0
03/06/2025 21:32	DEP	SIRENA	18	SEA (DBB)	Cruise Liners	30,277	181.0
05/06/2025 14:45	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
05/06/2025 15:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
06/06/2025 21:19	ARR	GIANO	SEA (DBB)	18	Work Vessel	272	25.8
10/06/2025 01:00	DEP	KITTWAKE	18	SEA (DBB)	Work Vessel	217	24.4
14/06/2025 17:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
14/06/2025 18:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
14/06/2025 20:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
14/06/2025 20:15	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
18/06/2025 05:53	ARR	SILVER WIND	SEA (DBB)	18	Cruise Liners	17,450	162.6
18/06/2025 18:15	DEP	SILVER WIND	18	SEA (DBB)	Cruise Liners	17,450	162.6
19/06/2025 15:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
19/06/2025 16:30	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
19/06/2025 18:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
19/06/2025 18:45	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
23/06/2025 06:48	ARR	SCENIC ECLIPSE	SEA (DBB)	18	Cruise Liners	17,545	168.0
23/06/2025 18:00	DEP	SCENIC ECLIPSE	18	SEA (DBB)	Cruise Liners	17,545	168.0
26/06/2025 03:56	ARR	SILVER SHADOW	SEA (DBB)	18	Cruise Liners	28,258	186.0
26/06/2025 21:18	DEP	SILVER SHADOW	18	SEA (DBB)	Cruise Liners	28,258	186.0
27/06/2025 14:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
27/06/2025 15:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
28/06/2025 08:06	ARR	VAN KINSBERGEN (DUTCH NAVY)	SEA (DBB)	18	Navy Vessel	630	41.5

28/06/2025 17:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
28/06/2025 18:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
28/06/2025 19:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
28/06/2025 20:15	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
30/06/2025 10:24	DEP	VAN KINSBERGEN (DUTCH NAVY)	18	SEA (DBB)	Navy Vessel	630	41.5
01/07/2025 04:06	ARR	AZAMARA QUEST	SEA (DBB)	18	Cruise Liners	30,277	181.0
01/07/2025 18:11	DEP	AZAMARA QUEST	18	SEA (DBB)	Cruise Liners	30,277	181.0
02/07/2025 05:48	ARR	SILVER WIND	SEA (DBB)	18	Cruise Liners	17,450	162.6
02/07/2025 18:27	DEP	SILVER WIND	18	SEA (DBB)	Cruise Liners	17,450	162.6
11/07/2025 05:41	ARR	AZAMARA QUEST	SEA (DBB)	18	Cruise Liners	30,277	181.0
12/07/2025 18:19	DEP	AZAMARA QUEST	18	SEA (DBB)	Cruise Liners	30,277	181.0
12/07/2025 20:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
12/07/2025 20:45	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
16/07/2025 05:42	ARR	SILVER WIND	SEA (DBB)	18	Cruise Liners	17,450	162.6
16/07/2025 18:11	DEP	SILVER WIND	18	SEA (DBB)	Cruise Liners	17,450	162.6
17/07/2025 14:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
17/07/2025 15:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
17/07/2025 16:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
17/07/2025 17:15	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
18/07/2025 06:41	ARR	AZAMARA JOURNEY	SEA (DBB)	18	Cruise Liners	30,277	181.0
18/07/2025 19:53	DEP	AZAMARA JOURNEY	18	SEA (DBB)	Cruise Liners	30,277	181.0
19/07/2025 08:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
19/07/2025 09:30	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5

20/07/2025 08:29	ARR	SAMUEL BECKETT L/E	SEA (DBB)	18	Navy Vessel	1,900	90.0
21/07/2025 08:30	DEP	SAMUEL BECKETT L/E	18	SEA (DBB)	Navy Vessel	1,900	90.0
22/07/2025 17:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
22/07/2025 18:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
22/07/2025 19:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
22/07/2025 20:15	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
24/07/2025 03:29	ARR	GEO OCEAN VI	SEA (DBB)	18	Work Vessel	1,429	53.8
24/07/2025 20:08	DEP	GEO OCEAN VI	18	SEA (DBB)	Work Vessel	1,429	53.8
01/08/2025 14:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
01/08/2025 15:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
03/08/2025 05:52	ARR	SILVER WIND	SEA (DBB)	18	Cruise Liners	17,450	162.6
04/08/2025 23:52	DEP	SILVER WIND	18	SEA (DBB)	Cruise Liners	17,450	162.6
05/08/2025 06:34	ARR	ISLAND SKY	SEA (DBB)	18	Cruise Liners	4,200	90.3
06/08/2025 13:50	DEP	ISLAND SKY	18	SEA (DBB)	Cruise Liners	4,200	90.3
06/08/2025 17:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
06/08/2025 18:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
06/08/2025 19:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
06/08/2025 20:15	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
08/08/2025 17:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
08/08/2025 18:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
08/08/2025 19:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
08/08/2025 20:15	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
14/08/2025 17:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5

14/08/2025 18:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
14/08/2025 19:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
14/08/2025 20:15	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
17/08/2025 05:50	ARR	SILVER WIND	SEA (DBB)	18	Cruise Liners	17,450	162.6
17/08/2025 16:06	DEP	SILVER WIND	18	SEA (DBB)	Cruise Liners	17,450	162.6
19/08/2025 06:29	ARR	LE BELLOT	SEA (DBB)	18	Cruise Liners	9,968	131.5
19/08/2025 18:51	DEP	LE BELLOT	18	SEA (DBB)	Cruise Liners	9,968	131.5
21/08/2025 19:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
21/08/2025 20:15	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
25/08/2025 03:50	ARR	AZAMARA JOURNEY	SEA (DBB)	18	Cruise Liners	30,277	181.0
26/08/2025 22:07	DEP	AZAMARA JOURNEY	18	SEA (DBB)	Cruise Liners	30,277	181.0
27/08/2025 05:39	ARR	LE BELLOT	SEA (DBB)	18	Cruise Liners	9,968	131.5
27/08/2025 19:45	DEP	LE BELLOT	18	SEA (DBB)	Cruise Liners	9,968	131.5
28/08/2025 14:10	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
28/08/2025 15:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
28/08/2025 16:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
28/08/2025 17:15	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
28/08/2025 23:30	ARR	PELICAN OF LONDON (TALL SHIP)	SEA (DBB)	18	Sail Training Vessel	226	44.4
30/08/2025 06:16	DEP	PELICAN OF LONDON (TALL SHIP)	18	SEA (DBB)	Sail Training Vessel	226	44.4
31/08/2025 05:43	ARR	SILVER WIND	SEA (DBB)	18	Cruise Liners	17,450	162.6
31/08/2025 16:14	DEP	SILVER WIND	18	SEA (DBB)	Cruise Liners	17,450	162.6
03/09/2025 06:16	ARR	EUROPA	SEA (DBB)	18	Cruise Liners	28,690	198.6
03/09/2025 18:51	DEP	EUROPA	18	SEA (DBB)	Cruise Liners	28,690	198.6

04/09/2025 05:37	ARR	LE BELLOT	SEA (DBB)	18	Cruise Liners	9,988	131.5
04/09/2025 18:23	DEP	LE BELLOT	18	SEA (DBB)	Cruise Liners	9,988	131.5
05/09/2025 05:48	ARR	WORLD VOYAGER	SEA (DBB)	18	Cruise Liners	9,934	119.9
05/09/2025 16:10	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
05/09/2025 17:30	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
05/09/2025 19:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
05/09/2025 19:45	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
07/09/2025 10:34	ARR	DUCHESS (TUG)	SEA (DBB)	18	Work Vessel	193	27.1
08/09/2025 05:34	DEP	WORLD VOYAGER	18	SEA (DBB)	Cruise Liners	9,934	119.9
11/09/2025 14:40	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
11/09/2025 15:30	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
11/09/2025 17:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
11/09/2025 18:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
12/09/2025 06:20	ARR	WORLD VOYAGER	SEA (DBB)	18	Cruise Liners	9,934	119.9
12/09/2025 17:00	DEP	WORLD VOYAGER	18	SEA (DBB)	Cruise Liners	9,934	119.9
13/09/2025 18:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
13/09/2025 18:45	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
14/09/2025 05:37	ARR	SILVER WIND	SEA (DBB)	18	Cruise Liners	17,450	162.6
15/09/2025 17:56	DEP	SILVER WIND	18	SEA (DBB)	Cruise Liners	17,450	162.6
17/09/2025 05:49	ARR	SIRENA	SEA (DBB)	18	Cruise Liners	30,277	181.0
17/09/2025 16:55	DEP	SIRENA	18	SEA (DBB)	Cruise Liners	30,277	181.0
20/09/2025 05:35	ARR	WORLD VOYAGER	SEA (DBB)	18	Cruise Liners	9,934	119.9
21/09/2025 18:02	DEP	WORLD VOYAGER	18	SEA (DBB)	Cruise Liners	9,934	119.9

22/09/2025 06:05	ARR	WORLD TRAVELLER	SEA (DBB)	18	Cruise Liners	9,930	126.0
22/09/2025 17:53	DEP	WORLD TRAVELLER	18	SEA (DBB)	Cruise Liners	9,930	126.0
23/09/2025 06:49	ARR	HAMBURG	SEA (DBB)	18	Cruise Liners	15,067	145.0
23/09/2025 18:03	DEP	HAMBURG	18	SEA (DBB)	Cruise Liners	15,067	145.0
25/09/2025 06:31	ARR	WORLD EXPLORER	SEA (DBB)	18	Cruise Liners	9,923	119.9
26/09/2025 12:15	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
26/09/2025 13:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
26/09/2025 13:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
26/09/2025 14:15	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
26/09/2025 19:57	DEP	WORLD EXPLORER	18	SEA (DBB)	Cruise Liners	9,923	119.9
27/09/2025 06:17	ARR	SIRENA	SEA (DBB)	18	Cruise Liners	30,277	181.0
27/09/2025 17:00	DEP	SIRENA	18	SEA (DBB)	Cruise Liners	30,277	181.0
29/09/2025 14:33	ARR	PELICAN OF LONDON (TALL SHIP)	SEA (DBB)	18	Sail Training Vessel	226	44.4
30/09/2025 17:20	DEP	PELICAN OF LONDON (TALL SHIP)	18	SEA (DBB)	Sail Training Vessel	226	44.4
01/10/2025 13:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
01/10/2025 14:30	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
01/10/2025 16:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
01/10/2025 16:45	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
02/10/2025 17:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
02/10/2025 17:45	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
09/10/2025 16:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
09/10/2025 17:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
09/10/2025 17:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5

09/10/2025 18:15	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
11/10/2025 06:09	ARR	WORLD VOYAGER	SEA (DBB)	18	Cruise Liners	9,934	119.9
11/10/2025 22:00	DEP	WORLD VOYAGER	18	SEA (DBB)	Cruise Liners	9,934	119.9
17/10/2025 09:09	ARR	JOHAN DE WITT (DUTCH NAVY)	SEA (DBB)	18	Navy Vessel	16,680	177.0
18/10/2025 10:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
18/10/2025 11:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
18/10/2025 12:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
18/10/2025 13:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
18/10/2025 13:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
18/10/2025 14:30	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
20/10/2025 10:00	DEP	JOHAN DE WITT (DUTCH NAVY)	18	SEA (DBB)	Navy Vessel	16,680	177.0
21/10/2025 10:00	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
21/10/2025 11:30	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
21/10/2025 12:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
22/10/2025 11:30	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
22/10/2025 12:30	ARR	ST. BRIDGET	SEA (DBB)	18	Passenger Ferry	109	24.5
23/10/2025 15:00	DEP	ST. BRIDGET	18	SEA (DBB)	Passenger Ferry	109	24.5
27/10/2025 09:02	ARR	CELTIC EXPLORER	SEA (DBB)	18	Irish Lights Vessel	2,425	65.5
27/10/2025 12:54	DEP	CELTIC EXPLORER	18	SEA (DBB)	Irish Lights Vessel	2,425	65.5
13/11/2025 13:00	ARR	BERTH 18	SEA (DBB)	18	Pleasure Craft	0	198.0
17/11/2025 11:00	ARR	BERTH 18	SEA (DBB)	18	Pleasure Craft	0	198.0
18/11/2025 23:58	DEP	BERTH 18	18	SEA (DBB)	Pleasure Craft	0	198.0
01/12/2025 11:59	ARR	BERTH 18	SEA (DBB)	18	Pleasure Craft	0	198.0

01/12/2025 23:58	DEP	BERTH 18	18	SEA (DOB)	Pleasure Craft	0	198.0
19/12/2025 23:58	DEP	BERTH 18	18	SEA (DOB)	Pleasure Craft	0	198.0
30/12/2025 07:41	ARR	ANTEOS (TUG)	SEA (DOB)	18	Work Vessel	466	37.0
30/12/2025 15:04	DEP	ANTEOS (TUG)	18	SEA (DOB)	Work Vessel	466	37.0

19. Appendix 3 Proposed Limitations on the Number of Towage Providers of Towage Services for Dublin Port

Period	Berth(s) available for the provision of towage services	Maximum number of providers of towage services	Maximum number of tugs
Period 1: up to Q1 2028	Berth 50N	2	2
	Berth 18	1 (See Note 1)	2 (See Note 1)
During Period 1	Dublin Port Company proposes to limit the number of providers of towage services for Dublin Port to a maximum of 3 providers of towage services (with a maximum of 4 tugs) (See Note 1)		
Period 2: from Q1 2028 up to Q1 2030	Berth 50N	2	2
	Berth 18 (See Note 2)	4 (See Note 2)	4 (See Note 2)
During Period 2	Dublin Port Company proposes to limit the number of providers of towage services for Dublin Port to a maximum of 6 providers of towage services (with a maximum of 6 tugs) (See Note 2)		
Period 3: from Q1 2030 onwards	Berth 50N	2	2
	Berth 18 (See Note 2)	4 (See Note 2)	4 (See Note 2)
	Berth 3FM (See Note 3)	4 (See Note 3)	4 (See Note 3)
During Period 3	Dublin Port Company proposes to limit the number of providers of towage services for Dublin Port to a maximum of 10 providers of towage services (with a maximum of 10 tugs) (See Note 3) (see Note 4)		

Notes:

(1). Berth 18 can only support one operator with two tugs at this time.

(2). By Q1 2028 Dublin Port Company plans to have constructed a docking facility which could be used by up to four operators, if each operating one tug. Construction (including the anticipated number of tugs and providers of towage services set out in the table above) is subject to and conditional upon design and planning permission(s).

(3). During 3FM construction Dublin Port Company plans to construct a further four berths on the southside resulting in up to 4 tugs. Construction (including the anticipated number of tugs and providers of towage services set out in the table above) is subject to and conditional upon design and planning permission(s).

(4) The increase in the maximum number of providers of towage services (and associated tugs) between Period 2 and Period 3 is attributable solely to the additional berths anticipated to be constructed during the 3FM Project (see Note 3). The maximum number of providers of towage services (and associated tugs) able to be accommodated at Berth 50N and Berth 18 respectively does not change between Period 2 and Period 3.