



Dublin Port Yearbook 2005

 DUBLIN  
PORT CO.





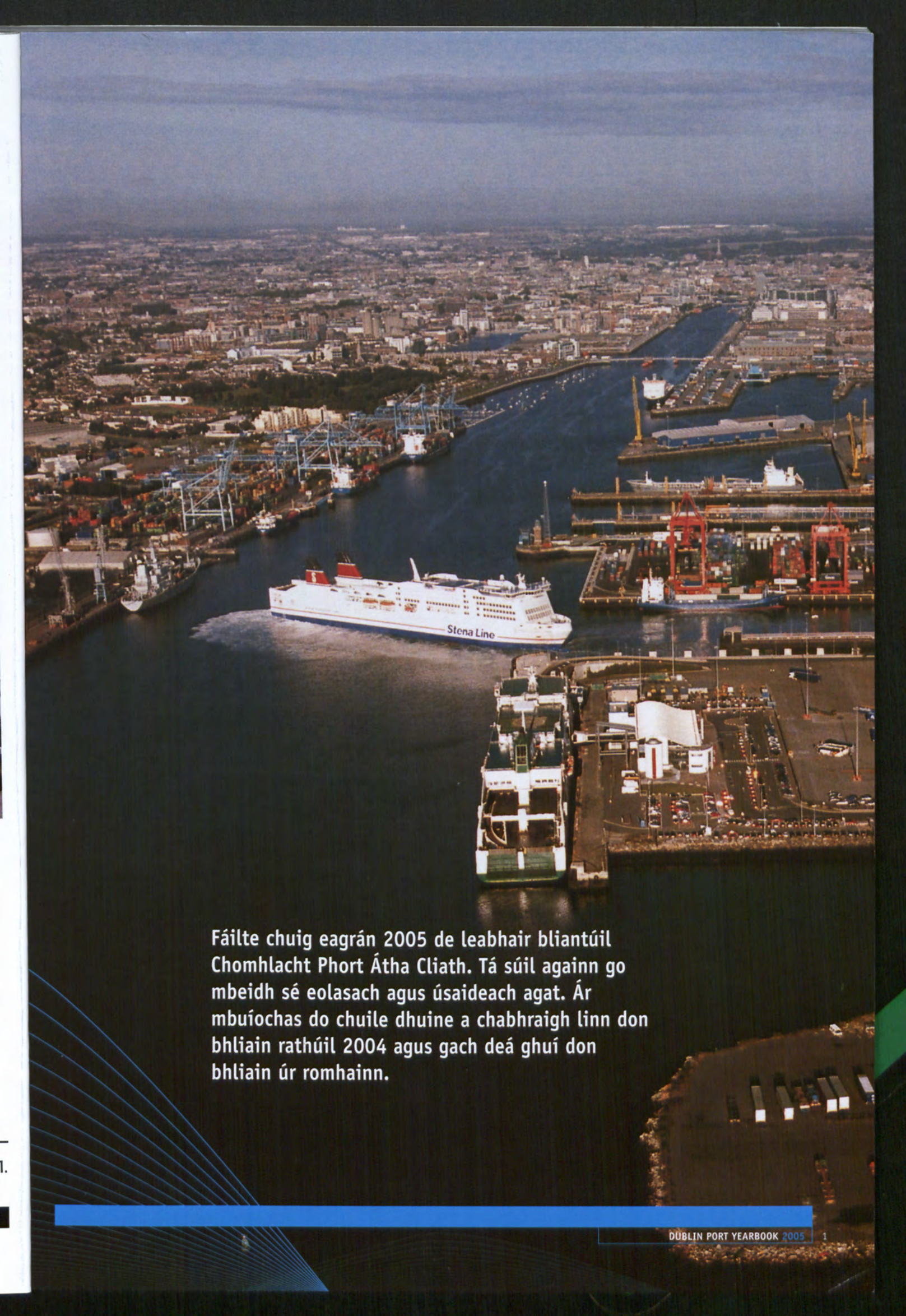
**480m of quay wall including  
a new deep water berth.**

**24hr smooth efficient vessel and  
truck turnround time 7 days a week.**

**North river location with close  
access to new Port Tunnel.**

Contact Alec Colvin, Terminal Manager, Dublin Ferryport Terminals, Container Terminal, Breakwater Road, Dublin 1.  
Tel 00353 1 8552222 Fax 00353 1 6075623 email [info@dft.ie](mailto:info@dft.ie)



An aerial photograph of Dublin Port, Ireland. In the foreground, a large white Stena Line ferry is docked at a pier. The water is dark, and the sky is a pale blue. In the background, the city of Dublin is visible, with its buildings and streets. The port area is filled with various ships, cranes, and industrial structures. The overall scene is a busy maritime hub.

Fáilte chuig eagrán 2005 de leabhair bliantúil Chomhlacht Phort Átha Cliath. Tá súil againn go mbeidh sé eolasach agus úsáideach agat. Ár mbuíochas do chuile dhuine a chabhraigh linn don bhliain rathúil 2004 agus gach deá ghuí don bhliain úr romhainn.





**To some people, it's about A to B.  
To us, it's everything in between.**

As a Corporate Finance Director working in the Transport sector you know some people can get hung up with the nitty gritty of logistics and cashflow cycles. They can't imagine the passion, energy and commitment it takes to turn a blueprint into a cargo ship, an inch of tram track, or a stretch of road. At AIB Corporate Banking Ireland, we are focused on the big picture.

Working with construction and shipping companies, airlines, ports and private transport companies. Supporting investment projects, large and small that will transform the transport sector of the future.

**Emer Crowley**  
Head of Transport/Infrastructure Sector  
AIB Corporate Banking Ireland  
Bankcentre, Ballsbridge, Dublin 4

Tel: + 353 1 641 4229  
Fax: + 353 1 260 1783  
e.mail: [emer.m.crowley@aib.ie](mailto:emer.m.crowley@aib.ie)  
[www.aibcorporate.com](http://www.aibcorporate.com)

**Hilary Gormley**  
Senior Relationship Manager  
AIB Corporate Banking Ireland  
Bankcentre, Ballsbridge, Dublin 4

Tel: + 353 1 641 4832  
Fax: + 353 1 260 1783  
e.mail: [hilary.m.gormley@aib.ie](mailto:hilary.m.gormley@aib.ie)  
[www.aibcorporate.com](http://www.aibcorporate.com)

AIB Corporate Banking Ireland is a registered business name of Allied Irish Banks, p.l.c. Allied Irish Banks, p.l.c. is regulated by the Irish Financial Services Regulatory Authority Registered Office: Bankcentre, Ballsbridge, Dublin 4. Registered in Ireland: No. 24173.

**AIB Corporate Banking Ireland**





# Table of contents

## DUBLIN PORT COMPANY

Port Centre, Alexandra Road, Dublin 1.  
Website: [www.dublinport.ie](http://www.dublinport.ie)

## ALL DEPARTMENTS

Administration, Harbour/Shipping, Financial, Project Development,  
Maintenance & Services, Human Resources,  
Marketing, Purchasing 887 6000/855 0888  
Central Station, Berthing Master 855 5779

## HARBOUR POLICE/EMERGENCY SERVICES

Alexandra Road, Dublin 1.  
Control Centre 855 5580/836 3836  
Superintendent/Fire Protection 855 5580  
Deputy Superintendent 855 5580

## FAX NOS.

Administration 855 1241  
Harbour/Shipping 855 3423  
Financial 836 5142  
Project Development 855 0487  
Maintenance & Services 855 0744  
Human Resources 855 0416  
Marketing 855 7400  
Purchasing 855 0543

## PASSENGER INFORMATION

Irish Ferries 0818 300 400  
NorseMerchant Ferries 819 2999  
P&O Irish Sea 01 407 3434  
Stena Line 204 7777  
Isle of Man Steam Packet Company 1800 805055

For further details on ferry companies see individual entries

## News and Views

Chairman's Foreword	5
Chief Executive's Overview	7
Port Security - an International Perspective	10
VTS operations in Dublin Port	14
VTMIS - The Effective Management of Port Traffic	16
New Port Entrance	19
Art at the Port	21
21 Hectares	22
Quay Moments	24

## Information

Directors & Management	26
Map of Dublin Port	28
Port Facilities and Services	30
Modes of Transport	32
• Roll On Roll Off (Ro Ro)	32
• Lift On Lift Off (Lo Lo)	42
• Liquid Bulk	49
• Dry Bulk	50
• Break Bulk	50
Tourism	52
Tide Table	56
Dublin Port Throughput Figures	60
Port Newsbytes	62

## Services Guide

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

Published for Dublin Port Company by  
Tara Publishing Co. Ltd.,  
1/2 Poolbeg Street, Dublin 2  
T: (01) 241 3095  
F: (01) 241 3010  
E: [directories@tarapublishingco.com](mailto:directories@tarapublishingco.com)  
W: [www.tarapublishingco.com](http://www.tarapublishingco.com)

Commercial Director: Kathleen Belton  
Senior Advertising Executive: Aaron Stewart  
Advertising Executive: Steven Larkin

Photography for this year's book has been provided by: Denis Bergin

Design & Origination by Source  
[www.source-design.ie](http://www.source-design.ie)

Printed by Future Print





# R.A. BURKE LIMITED



A Member of the Burke Shipping Group

## Specialising In -

Stevedoring/Lo-Lo/Ro-Ro, General Liner Trades and Bulk Cargoes  
Paper/Timber Products  
Tankers  
Car Carriers and Cruise Liners  
Project Cargoes

Agents for major shipping lines with services to world wide destinations -

R.A Burke Limited has more than 100 years of experience in world wide shipping and cargo handling. Our staff, who are caring professionals, draw on this experience to provide a quality and cost efficient service to our clients

Whatever your requirement - shipment or transhipment, stevedoring or cargo handling, customs clearance or export documentation, inland haulage or warehousing - **we are here to help you**

Our service is comprehensive and efficient and one that is designed to achieve your objectives - *delivery of your consignment in a safe condition, on time and at a competitive price.*



### R.A Burke Limited

Berth 32, Ocean Pier, Alexandra Road, Dublin 1 Ireland.

Telephone: +353-1-8192600 Fax: +353-1-8551566 Telex: Dublin 31634/30927 Email: [raburke@raburke.com](mailto:raburke@raburke.com)

Website: [www.raburke.com](http://www.raburke.com)

**A member of the Burke Shipping Group**



# Foreword from our Chairman, Joe Burke...



Joe Burke

**"This year almost 70 liners, including 14 giant liners, are expected. The economic impact of this on the local economy is estimated to be €45 million"**

This report illustrates 2004 to be a year that saw much achievement, further development and a continued commitment by all to address new challenges at Dublin Port. Much credit is due to the Board, Executive and staff for their contribution towards making this happen.

I am pleased to report that our ongoing investment in facilities and services continued in 2004 with the completion of the new deepwater Berth 50A. This new berth will cater for the LoLo trade, a mode which grew by 7% in 2004. This is a continuation of a policy which has seen us invest nearly €150 million in the past six years and ensures that we are in a position to meet the demands of our customers and of Ireland's foreign trade.

The cruise line business also saw much achievement. In 2004 we catered for 54 liners at Dublin with 32,000 passengers. The economic impact of this trade on the local economy is estimated

at €30 million. This year almost 70 liners, including 14 giant liners are expected. Total passenger numbers will be around 45,000 and the economic impact on the local economy is estimated to be €45 million. This follows a very successful marketing mission to the Seatrade Convention in Miami in March 2004

Our relationship with our local communities is very important to us. I am delighted to see the good work being done in fostering good community relations. Our scholarship scheme in particular has helped over 100 young people from the locality to continue in education when they might otherwise have had to drop out. I was very proud to see this good work being acknowledged by a citation at the Chambers of Commerce of Ireland Presidents National Awards in November.

Internally Dublin Port Co. has achieved much in relation to staff development and enhancement. Staffing contributes significantly to the effectiveness and efficiency of any organisation. Our Training and Development Unit continues to train and upskill staff members for new challenges within the Company or for other employment. Payroll costs decreased by 12% in 2004 with an additional 11% decrease budgeted for in 2005. I congratulate both management and staff on the professional approach to tackling the challenges faced within staffing.

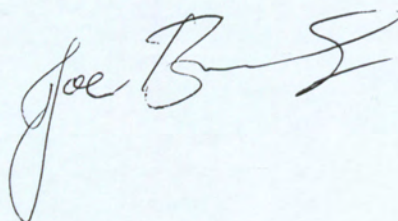
The new Port Tunnel will be opened in early 2006. The existing entrance at Tolka Quay Road will no longer be used and we will have our new entrance on Promenade Road in place at that time. The international art competition (DPART) to find a site specific iconic artwork for the entrance is attracting entries from many parts of the world and we look forward to a very keen competition.



However it is not enough to cater for current demand. We must anticipate and plan for future demand. Continued growth and the changing needs of our customers (for example bigger and deeper drafted vessels) will require planning for. Independent studies have shown that Dublin Port will reach capacity in 2007. We have already taken the decision to exit break bulk because of capacity constraints. In anticipation of this we proactively applied to the Department of Communications, Marine and Natural Resources for a foreshore license to extend Dublin Port eastward. We are presently awaiting a decision on this much needed additional space. This decision is vital for the continued success of the Irish economy.

During 2004 three directors came to the end of their term. I would like to thank them for their exceptional efforts and commitment to Dublin Port Co. and Dublin Port during their time as Directors. I welcome three new directors to the Board and look forward to working with them.

Finally I would like to thank all who have supported and continue to support Dublin Port Co. and Dublin Port.

A handwritten signature in blue ink, appearing to read "Joe Burke". The signature is fluid and cursive, with a large initial "J" and "B".

Joe Burke  
Chairman



# An Overview from our Chief Executive, Enda Connellan...



Enda Connellan

**"2004 has been a very successful year with overall throughput at 25 million tonnes, a record for any Irish port and an increase of almost 7% on 2003"**

Each year this publication gives Dublin Port Company an opportunity to communicate directly with our customers and those who rely on the Port's operations. Given our island status and dependence on foreign trade few people in this country have not benefited from our business as two thirds of all containerised traffic flows through Dublin Port making Dublin Port Company a significant facilitator of Ireland's growing economy.

In 2004 throughput at Dublin Port reached 25.25million tons, an increase of almost 7.5%. Nationally in 2004, the values of imports and exports for Ireland were approximately €56,000 million and €84,000 million respectively. When expressed as percentages of gross domestic product we get 54% of imports and 81% of exports, indicating just how dependent the Irish economy is on international trade.

With the globalisation of the world economy, our economic competitiveness is linked increasingly to our ability to ship raw materials, intermediate goods and final products efficiently and economically. This requires efficient ports with sufficient spare capacity to meet the growing demand. Excessive port costs, bottlenecks or delays are factors that will prompt investors to locate new production facilities in other countries. Again, this is particularly important for Ireland where much of our manufacturing sector is closely tied to larger EU and world production and distribution systems.

2004 was another significant year for Dublin Port Company. We have welcomed growth in many areas of Port business while experiencing changes both internally and externally.

Highlights for the past year included:

- Throughput for 2004 was 25.25million tons.
- Growth in throughput for twelfth consecutive year at 7.5%
- Implementation of the International Ship and Port Facility Security (ISPS) Code
- Continued growth of cruise liner industry including the visit of the largest cruise liner to dock in Dublin Port
- Launch of an international commission for a landmark piece of art at the new entrance to Dublin Port

#### Capacity Constraints at Irish Ports

Perhaps the greatest challenge facing Dublin Port Company is that of capacity. Independent research has concluded that Dublin Port will reach full capacity in 2007. As you will no doubt recall from previous Yearbooks, Dublin Port Company has tried, unsuccessfully to date, to expand capacity that will help facilitate further growth in Ireland's economy. We are concerned that if the facility through which two thirds of this country's container trade is constrained, the resultant damage to our economy could well be catastrophic.

Irish Ports are feeder ports; they feed containers on smaller specialised container ships to the major hubs that support huge container interchanges. Dublin Port is the largest container port in Ireland with three dedicated container terminals, supporting their own and third party operations. We have the largest average container interchange per vessel in Ireland.

Feeder vessels are growing in size annually. A decade ago the average size feeder container ship in Dublin Port was of the 150 TEU size, while today it is of the 450 TEU size. Sensible planners forecast 900 TEU size ship demand in the immediate future. There are 86 ships in the 1000 TEU size currently on order while there are none below the 500 TEU size on order. There has been an inexorable trend, towards bigger and more efficient ships, and as this trend persists we must, as a trading nation, be in a position to meet the demands posed by these larger feeder ships.

#### Responding to constraints

In response to the capacity demands, the Board reviews its strategy and amends it as is necessary every November. An application for Foreshore permissions is before The Department of Communications, Marine and Natural Resources since 2002, and to date no decision has been made. In the interim the Board amended its strategy with regard to leases and has regained control of over 50 acres of its lands, despite the loss of almost 30 acres to the CPO process for the Port Tunnel. This control has in turn allowed the movement of more mobile cargo away from the valuable quayside area.

The Board has decided to exit the declining Break-bulk trade. It was previously decided that an area would be redeveloped for both Common User and Integrated User container activities, subject to the overall good of the port and good planning practices. Demolition of derelict or under utilised structures is ongoing. This will enable a systematic withdrawal from Break Bulk while accommodating the demand for growth in the Lo-Lo mode.



### Urgent action required

Although our plans are essential, they are short-term and will not be sufficient to facilitate our rapidly growing economy. Given the lead time required for expansion, action is needed sooner rather than later to either allow the required expansion or move some or all of the trades elsewhere or a combination of both movement of trade and expansion. The Department of Communications, Marine and Natural Resources must now clearly enunciate its policy on how it intends to meet this urgent national need.

However, I am encouraged by the current Minister for the Marine's stated intention to address the Ports capacity deficit in a logical manner without recourse to the exchequer as the source of primary funding. Dublin Port Company will give every assistance in achieving this objective.

### Tourism

In 2004, 54 Cruise Liners with 40,000 high spend passengers brought €30 million to the local economy. The phenomenal growth in the cruise line industry is reflected in our rising cruise line figures and the public's interest in large passenger ships. The Irish Times New Year Magazine "2004 A Year in Pictures" reflected this interest. It recorded the visit of the largest cruise liner to Dublin Port. We look forward to hosting a record number of cruise liners in 2005. This will bring between €45 million and €50 million to the local economy in direct and indirect spend.

However, the success of the low fares airlines has had a correspondingly negative effect on ferry passenger numbers. Having said that, there is a core market for visitors using surface transport that may be found, firstly, in those wishing to take their cars to and from the U.K. and continental Europe and, secondly, from people from Western parts of the U.K. wishing to avail of the choice offered in Dublin's major shopping districts.

Given that visitors who travel by ferry spend more per head and travel further into the economy than do the low fares airline passengers this sector of

the market should be focused on with a view to maximising tourism revenue.

### Organisational Restructuring

In 2004 we embarked on an organisational restructuring programme, which brought significant changes to the Harbour Department; these included new working arrangements in the towage section such as the introduction of an annualised hours system. The introduction of a new grade of marine operative led to the abolition of demarcation in other areas of the marine department. The management and unions have now entered into a working group aimed at reorganising the Maintenance and Services section. This group is expected to conclude its deliberations in early 2005. Dublin Port Company intends to continue with its strategy of rightsizing and restructuring in staffing. I would like to take this opportunity to thank both the unions and staff for their cooperation in this regard.

### Other developments

During 2004 the company successfully implemented infrastructural and procedural changes in order to meet the requirements of the International Ship and Port Security Facility (ISPS) Code with effect from 1st July 2004.

The Dublin Port Art Project (DPART) was launched in October and we look forward to the conclusion of the project when a landmark piece of art will adorn the new entrance to the port by the end of 2005.

Berth 50a was completed, 7 new lo-lo services commenced and while we lost the Mostyn Ro-Ro service, NorseMerchant commenced a new off peak service to Liverpool.

Ties were also strengthened with the National College of Ireland and an agreement was concluded with the College to house our archives. This will enable them to be accessed by local and student bodies under the auspices of this far sighted local academic institution.

### Looking forward to 2005

The Board has directed Management to focus in particular on the areas of Pilotage, Maintenance and Security. We can look forward to more enlightened traffic management policies as we prepare for the opening of Dublin Port Tunnel and improved access to the port. This enormous undertaking will bear maximum fruit when the Eastern By Pass is finally back on the agenda. Access to the port will continue to be clogged by commuters who now account for up to 85% of the traffic on our port approaches. Our dependence upon the private car can only be counteracted by much improved public transport and we welcome the improvements in Dart Service, Bus Atha Cliath and the Luas while we look forward to a more permanent solution to the traffic chaos outside our gates.

My thanks are due to the Chairman and Board members for their continued support and advice, to my management team and staff for their continuous hard work. My thanks also to the officials from The Department of Communications, Marine and Natural Resources and Dublin City Council for their understanding and help and I look forward to working with them in dealing with the many challenges that face us in the coming year. Finally, I must thank our valued customers for their business, which has contributed in no small measure to the success story that Dublin Port is today.



Enda Connellan  
Chief Executive Officer











# Port Security - an International Perspective



**“To ensure that the highest levels of security are applied within Dublin Port, and with a view to ever-changing security demands, Dublin Port Company considered it necessary to appoint a Head of Security to its Management Team. This role has specific responsibility for all security matters.”**

“In September I was contacted by Port Radio to say that a man had been spotted jumping one of the port walls, carrying a satchel. The Harbour Police and Customs were notified immediately and within three minutes this gentleman was surrounded. As it turned out he was only bird watching but it illustrates the difference between now and a year ago, when he may not have been challenged.”

Guy Davies, Head of Security, describes a recent incident that highlights Dublin Port’s changing approach to security since the ISPS Code was introduced in July 2004. An innocuous bird watching trip is now treated with far more attention than ever before, and Dublin Port is a considerably more secure place. Considering that approximately 25 million tonnes of cargo and 1.45 million passengers pass through the port every year, this thorough approach to security protects individuals, goods and ships.

#### **Origins of the Code**

The ISPS Code was created by the International Maritime Organization (IMO) following the devastating attacks of 11th September 2001. At that time it was abundantly clear that ships could be used as conduits for terrorists and terrorist materials. As a result both ships and ports needed to be made more secure.

Simplistically speaking, the Code wants the shipping world to conform to the highest standards of security, in terms of monitoring baggage, cargo and people boarding vessels, as well as the interaction between the vessel and the port. To that end it offers a set of mandatory requirements and recommendations.

As a commercial enterprise Dublin Port Company has always had a security presence in the form of the Harbour Police. Now, however, the ISPS Code points towards an increased level of security. Guy explains: “In Ireland, Ports fall under the responsibility of the Department of Communications, Marine and Natural Resources (DCMNR) who are responsible for the Code’s application. The Code required us to formulate a Plan, based on a security assessment, which identified physical and operational measures to address our security needs. This Plan was developed in consultation with a recognised security organization, by means of an initial security assessment and then approved for compliance by the Department of Communications, Marine and Natural Resources (DCMNR).”

The code has three security levels. Day-to-day the port operates at Level One, which requires a ‘minimum level of protective security’. Level Two is really a ‘heightened level of security threat’, whilst Level Three is the highest level that applies when a security incident ‘is probable or imminent, although it may not be possible to identify the specific target’.



### Applying the ISPS Code

To ensure that the highest levels of security are applied within Dublin Port, and with a view to the ever-changing security demands, Dublin Port Company considered it necessary to appoint a Head of Security to its Management Team. This role has specific responsibility for all security matters.

Guy Davies, with 23 years in both security and shipping, was the ideal candidate. He has gained a wealth of experience working in Ireland, the UK and South Africa and he now brings this experience to Dublin Port.

Dublin Port Company has spent a considerable amount of money on both physical and technical security measures to make the Port a more secure environment.

"We have created restricted areas into which access is strictly controlled. We have also established landside / sea-side divisions within our passenger terminals. Furthermore we have engaged additional security personnel to improve and monitor access control. The new security measures include searching vehicles, passengers, baggage etc."

### Mutual Agreement

The main focus of the Code's attention is on a vessel's interface with the port. Where the need arises Guy, or one of the Port Facility Security Officers, will visit the Ship's Security Officer to discuss how the needs of the port and the needs of the vessel can be accommodated. This would typically happen if the ship was operating at a different level of security. By adhering to the protocol laid out in their individual security plans, the two parties will agree and sign a Declaration of Security. Each will then respond accordingly. For example it may be agreed to erect a physical security cordon alongside the vessel. The Code allows for this type of mutual agreement for improved security to all.

### Common Ground

As Guy points out, in order to be effective, everyone in the Port must become more security conscious:

"When the ISPS code was first introduced customers and tenants alike wanted to know what was required of them. Our response was to run a number of awareness courses which helped our customers and port users to become more aware of the enhanced security environment.

"In the initial stages we had a number of teething problems. A case in point being the production of photographic identification - we discovered a truck driver who had no ID and, upon suggesting he use his driver's licence, found he did not possess one!"

Because this is a new security system, difficulties and interpretations of what is expected will arise. It is part of Guy's job to find the correct balance, and ensure that the business of the port will continue whilst still maintaining a high level of security.

### The Whole Picture

Dublin Port Company is taking the ISPS Code very seriously. Guy has the dedicated Harbour Police and additional security personnel available to him. Furthermore other personnel in operational areas have received dedicated training in relation to the ISPS Code.

Dublin Port Company is committed to introducing further security measures for the entire estate, including the installation of an enhanced CCTV system and other technical security aids.

The Company is also reviewing its Emergency Plans in order to reflect this new security environment.

The ISPS Code calls for a group effort from multiple parties; to date it has proved very effective.

More information on the ISPS Code can be found at [www.imo.org](http://www.imo.org)







**INTERLINER AGENCIES LIMITED**  
**WORLDWIDE FREIGHT SERVICES**

Kingston House, 9 Mellifont Avenue, Dun Laoghaire, Co. Dublin

**Telephone:** 353-1-284 2211 **Fax No:** (imports) 353-1-284 2307 (exports) 353-1-284 2305

**E-Mail:** sales@interlineragencies.com **Website:** www.interliner.ie

**offices at:** Felixstowe, Bremen, Hamburg, Rotterdam, Cork & Belfast, Koper Slovenia, Rijeka Croatia

**Ro-Ro Transport Operators to Eastern Europe**

**Ship Agents, Ship Brokers & Chartered Brokers**

**Members of Irish Ship Agents Association**



World Wide Forwarding



**EUKOR Car Carriers Inc.**



United Shipping  
Local People. Worldwide Reach.



For Further Information please visit our website:

**www.interliner.ie**





# VTS operations in Dublin Port

Dublin Port Company currently handles some 15,000 vessel movements in a year. It is essential that these operations are managed in a safe and efficient manner in order to ensure maximum utilisation of the channel and to facilitate customer requirements as far as possible. In order to achieve this objective, it is necessary to be in a position to monitor the positions of all vessels and to communicate with them. Accordingly, Dublin Port Company has invested in a state of the art Vessel Management System (VTS) which consists of a radar and VHF radio communications facility which is manned on a 24 hour basis by personnel trained to the highest international standards. In addition, the facility is equipped with instrumentation to provide the operator with information on prevailing wind speed and direction, state of the tide, etc.



This system enables the operator to be aware of the position of any vessel, approaching, departing from or within the Port's area of jurisdiction. The system also enables the masters of vessels to be advised of relevant information such as the movements of other vessels, arrangements for pilot boarding, berth allocation, tug arrangements, etc.

Over the past twelve months, the basic VTS system has been expanded to incorporate a management information system which provides the operator with other valuable information relating to ship itself, its cargo, the agent, etc. It is proposed to expand this facility to make relevant information also available to the ship's agents on a web based system in order to facilitate better planning for the customer.

A new facility, called AIS (Automatic Identification System) was also commissioned over the past twelve months. This system enables the VTS operator to identify ships automatically without the need to communicate directly with them. The system also provides additional information such as call sign, port of registry, course and speed, rate of turn, etc. AIS enables the operator to identify ships that may not have reported their arrival in the bay a feature which is very helpful in terms of port security.

The new system enables the VTS operator to best manage the space within the bay and the channel, while not conflicting with the masters responsibility for safe navigation of the vessel.







# VTMIS - The Effective Management of Port Traffic

The changes around Dublin Port have been very significant in recent years. New terminals, berths, ramps and quays have had a significant impact on the volumes of traffic moving through the port, as well as altering its physical appearance. From six million tonnes per annum in 1992, volume now exceeds twenty five million tonnes. It's a massive expansion that requires smart management and dedicated services.

Conor Farrell, IT Manager, has been with the company since 1980. Not surprisingly a lot has changed in that time. "While the main focus for the port has been the development of its physical infrastructure, the last three years have seen huge leaps in the use of IT Technology."

## Day to Day Business

Logistics is a crucial part of day-to-day operations. Ships arrive, depart, berth, load, unload and move around. Some require tugs or pilots while others require specific services at the berth. Then there's the matter of tides and a ship's draft, and the times when ships exceeding that draft can arrive or depart.

Until recently this entire system was managed by a manual operation that required paperwork to be completed for each ship and each service that the ship employed.

While it worked successfully, if slowly, there were a number of drawbacks:

"All vehicle traffic information went through a legacy application, managed by the Shipping Desk, which was open 9-5, Monday to Friday. The information was only available in the main office so reports of vessel movements were printed off during the day and supplied to operational people throughout the port. This information was quickly out of date and resulted in phone calls, emails and faxes going back and forth to confirm alterations to the schedule."

## Setting New Standards

In 2001 it was decided that certain internal systems needed to change. A group came together to identify exactly what IT strategy was needed to deliver the greatest benefits to the company and its customers. Not surprisingly Conor had a key role to play in this group.

"One of our first tasks was to complete an internal network. Using fibre optic cable we linked eight individual locations within the port.

Communications and operations are now easier than ever with everyone using the same system and programmes."

The laying of the fibre optic cable paved the way for other improvements, most notably the implementation of a Vessel Traffic Management Information System (VTMIS). A project team, comprising of employees from several different areas, drew up a very detailed list of how a new traffic management system should work. Once completed and approved an advertisement for tenders was placed in the European Journal.

Twelve companies responded and each was sent a comprehensive tender document. The submissions that followed were scored according to criteria the group had drawn up. Cost

was not included in the initial evaluations as the key focus for the system was the port's essential requirements and improving the standard of service for customers. "We asked five of the twelve to present their technology," Conor explains. "Each one was given specific scenarios to tackle, so they could demonstrate how their product would cope with the sort of demands that Dublin Port Company would be making. From this we were able to narrow it down to two."

In December 2002, Klein Systems Group, and its VTMIS product, was chosen. Ten months later, in October 2003, VTMIS went live.

"Once we completed the selection process a number of the tendering companies, including Klein, told us that we had presented the most informative and best tender document they had ever received. In fact, because of our level of detail, they have incorporated things into their system that weren't in it before."

## The Power of VTMIS

The real power of VTMIS is its simplicity and flexibility. Through the computer network Port personnel now have instant live access to information on all ships using Dublin Port. At any given moment VTMIS will confirm a ship's exact status.

To illustrate the system's functionality, the following is an example:

A customer contacts the port (phone/fax/email) to register a ship's future arrival, its cargo and the services required. These details are logged on the system as 'scheduled', where they remain until the ship is two hours out of Dublin. At this point, known as the



first way point, the ship contacts Port Radio to confirm its imminent arrival, at which stage the vessel's status changes to 'active'. Port personnel can then make all the necessary preparations based on the information contained on VT MIS.

Conor continues:

"With our new live systems our tug boat operatives have the flexibility to work from home. Once the ship contacts Port Radio, and the details are uploaded onto VT MIS, the relevant members of personnel will be notified. They will then make their way to the port. It gives us far greater control as we now have assigned teams working in shifts to look after the ships. Take a tug master: once his job is completed he will connect wirelessly to the network, through his laptop, to confirm that his job is done. This information is immediately available on VT MIS so everyone in the port knows the status of that ship and what is happening next. This happens at every stage until the ship leaves port."

In the old days a separate record would be written up for each stage of this process; the pilot would fill in a card, the tug master would complete a return, Port Radio would send out arrival sheets and the Harbour Office would enter all the details. It was time consuming and at times confusing, especially if there was a berth change. Now it's on the system, for everyone to see.

The system's functionality is proving particularly useful where scheduled ferries are concerned. As the port's biggest customers, the VT MIS system can populate all the relevant arrival and departure fields as far ahead as six months, meaning that all the manual

work previously required, for each ferry journey, is no longer necessary. It saves time, money and effort.

#### Financial Benefits

Installing such a dynamic and innovative system costs money, and Dublin Port is heavily committed to VT MIS because of the benefits it presents. As well as the operational and customer service benefits, there is a strong financial incentive too:

1. For the port's financial department the various charges relating to a ship's time in the port (tonnage and related services) are now available as each job is completed, ensuring that the customer receives one timely and complete invoice. Before VT MIS the department could send out a number of different invoices at different times, all for the same ship.
2. For many customers a timely and complete invoice is crucial as they themselves do not get paid until they have the port's invoice to present.

#### Planning & Safety Features

As Conor explains, there are specific features that weren't available with the old system:

"VT MIS has an impressive range of functionality including a number of built-in planning and safety features."

These features are quite specific and protect customer's ships from a number of problems that may arise, including Channel, Berth and Draft conflicts. If a ship is assigned a specific berth but the berth is already occupied when the ship movement is booked, the system will highlight this conflict; a new berth can then be assigned or an alternative

arrival time is allocated. Under VT MIS this is instantaneous and automatic, ensuring a smooth and efficient operation for everyone using Dublin Port.

#### Extensive Capabilities

While the functionality of the system is impressive, the simplicity of using the system is equally so. Pages are laid out in grids and resemble an Excel spreadsheet. These grids contain many columns of information, including the ship's name, origin and tonnage, it's ETA, draft, LOA and the services assigned to it.

"At the start of the system's implementation one of the toughest jobs was entering the vast amounts of data that we (and Lloyds Register) possess: namely the complete data on all the ships that have used Dublin Port over the years. Once this was in place the system was up and running."

The system is colour and symbol coded so no matter which information or fields a user chooses to look at, the ship's status is instantly apparent. Green means it's arrived, blue means a specific job has been confirmed, while a red flag symbol indicates a berth conflict. The flexibility of the system allows employees to select which data they want to see, but the colours and symbols remain the same to ensure everyone knows the live status of each vessel movement.

#### Preparing for the Future

VT MIS is undoubtedly delivering huge benefits to port and customers alike, but there are plans in the pipeline to make the system even better. Working closely with Klein, two new features are due to be launched very shortly.

#### The Web

Dublin Port will introduce an on-line service for customers soon, through the Dublin Port website. Customers will be able to register vessels and book services on-line. They will also be able to change these details on-line, up to eight hours before arrival. It will be instantly accessible.

A 'live view' of all ship movements in the port will also be up and running by 2005. A simple example highlights the value of this service: the master of the vessel en route to Dublin can access the live system and see which other ships are due in to Dublin Port. He can then calculate what speed he needs to go to arrive before or after these ships.

#### Cargo

Using a manifest every ship informs the port of its cargo. Apart from two of the ferry operators, who provide it electronically, this is all done manually and then typed into the system. The port is currently working closely with its customers to facilitate the transfer of manifest information electronically. A cargo module is being developed with Klein that will enable the port to convert different data formats, as selected by each customer, into a standard manifest in the VT MIS database.

The port and its customers have gained a lot through VT MIS, and there's a lot more to come, as Dublin Port becomes ever more efficient.





# HENLEY FORKLIFT GROUP LIMITED

Henley Forklift Group is Ireland's sole distributor of Fantuzzi Sideloaders and Container Handlers and Mitsubishi Forklift Trucks.

With 30 years experience in the materials handling equipment industry, Henley is uniquely equipped to provide the advice you need, the products you want and the service support you expect.

Henley Forklift have five operating facilities: Dublin, Cork, Galway, Limerick and Belfast.

These are supported by a network of 43 service engineers located strategically throughout the country.



The widest range of Port and Rail equipment in the world



## HENLEY FORKLIFT GROUP LIMITED

Henley Industrial Park, Killeen Road, Dublin 10. Tel. (01) 620 9200. Fax. (01) 626 5406.



**Cork:**  
Little Island Industrial Estate,  
Little Island, Cork.  
Tel. (021) 497 8700.

**Galway:**  
Commercial Estate,  
Tuam Road, Galway.  
Tel. (091) 704 580.

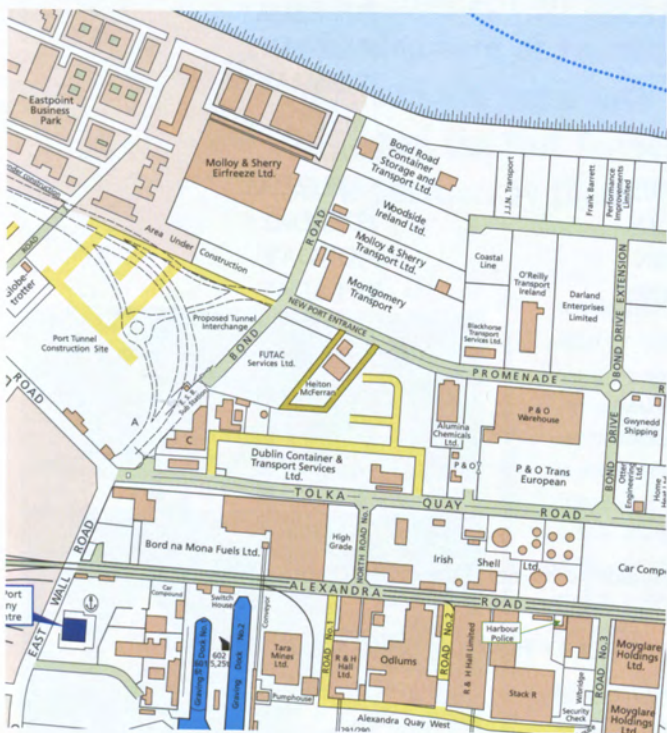
**Limerick:**  
Clondrinagh Industrial Estate,  
Ennis Road, Limerick.  
Tel. (061) 322 222.

**Lisburn:**  
Unit 9, Altona Road,  
Altona Ind. Est. BT27 5QB.  
Tel: (028) 9266 6446.



# New Port Entrance

The Dublin Port Tunnel's origins date back to 1991 when Dublin City Council saw the opportunity to divert truck traffic away from the city centre. A decade of consultancy, decision-making and tenders later, in June 2001, digging work began. It is due to be completed in 2006, when it is expected to carry 20,000 vehicles per day.



This massive project will have a considerable impact on the city itself, the port, and all tenants, agents and visitors who use it. Not surprisingly, with the east end of the tunnel terminating so close to the existing port entrance, a new port entrance is planned, along with a new road layout to facilitate traffic within the port itself.

The port's entrance will move from the present junction of East Wall Road and Tolka Quay Road, to Promenade Road. A new dual carriageway will begin at the port boundary, at the western end of Promenade Road, and extend to a new roundabout at the present junction with Bond Drive. A road of about 850 metres will link the tunnel with Promenade Road. Traffic heading south will simply turn left out of the port, while north-bound traffic will encounter a new road layout that ties in with the entrance to the tunnel.

The roads in the port that will be affected by these changes are Promenade Road, Bond Drive and Tolka Quay Road. The map alongside shows how these port roads will change in relation to the port tunnel entrance. While there is no disruption at present there will be some difficulties for port traffic when these roads are connected or modified, probably in mid 2005. Dublin Port Company intends that this disruption will be kept to a minimum.

In theory the new entrance should facilitate better access and egress from the port. Undoubtedly, with a project of this magnitude, there are potential glitches in the new system, but Dublin Port Company is continuing with its own plans while these glitches are being dealt with. Chief among the concerns is the view that all truck traffic will want to use the tunnel, which may not be the case as not all trucks will head for the M50 if their deliveries are in the centre of Dublin or directly south of the port area.

So what of the new port entrance? Dublin Port Company has been forging ahead with plans for the construction of the new road, in order to have it completed well in advance of the anticipated completion date for the tunnel. It is also intended that the new entrance will be bounded by specially designed walls to create a more attractive entrance to the port.

A major piece of art has also been commissioned for the new entrance. While no specific details will be known until the middle of 2005, it is anticipated that the piece will take up residence along the new stretch of dual-carriageway leading from the entrance. The intention of the art project is to create something that will be iconic in nature and will be distinctively and uniquely associated with Dublin Port.





**MacAndrews**  
Est.1770

## Short Sea Specialists

Providing Vital Links For Irish Importers and Exporters

SPAIN



BILBAO  
DUBLIN  
BILBAO  
BRISTOL

FRIDAY  
MONDAY  
FRIDAY  
TUESDAY

FRANCE



MONITOR  
DUBLIN  
BRISTOL

THURSDAY  
MONDAY  
TUESDAY

PORTUGAL



LISBON  
LEIXOES  
DUBLIN  
LISBON  
LEIXOES

FRIDAY  
SATURDAY  
TUESDAY  
MONDAY  
TUESDAY

POLAND



GDYNIA  
DUBLIN

DUBLIN (VIA FELIXSTOWE)  
GDYNIA (VIA HULL)

Why go by road when you can go by **Sea Direct Ex Dublin**, Fixed day sailing

MacAndrews providing a cost efficient alternative to RO/RO

For Rates please contact:

Jim Martin	<a href="mailto:jmartin@macandrews.net">jmartin@macandrews.net</a>
John Paul Hally	<a href="mailto:jphally@macandrews.net">jphally@macandrews.net</a>
Tony Ennis	<a href="mailto:tennis@macandrews.net">tennis@macandrews.net</a>

MacAndrews Shipping ( Ireland) Limited  
Conway House,  
East Wall Road, Dublin 3.  
Ph: 00353 1 8552644 Fax: 00353 1 8557234





# Art at the Port

When the Port Tunnel is completed, there will be a new entrance to Dublin Port on Promenade Road. This will be a very visible and prominent site and to define it strongly and clearly as the new entrance to the Port, Dublin Port Company is commissioning a work of art which will be specific to the site. To ensure that a work of quality is found for this prominent site, the company decided to hold a competition open to Irish and international artists. The redevelopment of Promenade Road will be completed by September 2005 and will come into full operation as the new entrance to Dublin Port when the Port Tunnel is completed. The artwork is scheduled to be in position by then.

**CALL FOR ENTRIES**

Dublin Port Company wishes to commission, by competition, a site specific artwork for the new entrance to Dublin Port. The value of the commission is €300,000. From 6th October, an artist's brief may be downloaded from [www.dpart.ie](http://www.dpart.ie). All enquiries by email to [info@dpart.ie](mailto:info@dpart.ie)

**DUBLIN PORT CO**

Dublin Port Company,  
Port Centre, Alexandra Road, Dublin 1, Ireland  
E: [info@dpart.ie](mailto:info@dpart.ie) W: <http://www.dpart.ie>

This commission is worth €300,000 to the artist and is one of the most significant and valuable public art commissions ever undertaken in Ireland. While Dublin Port Company has supported a number of visual arts projects in the past, this commission is of quite a different scale and complexity.

By commissioning an artwork of quality, Dublin Port Company hopes to create an iconic image for the Port. The landmark most identified with Dublin Port at the moment is the Poolbeg chimneys. These of course belong to the ESB generating station in Ringsend. A defining image of more direct relevance to the port activity would be most welcome. The company also hopes that the creation of a

striking new entrance will encourage and promote the physical renewal and enhancement of the wider Port landscape.

When completed, this artwork will be part of the daily lives of Dublin Port Company's customers and staff as well as the local community. The Company therefore decided that it was appropriate for those groups to be involved in the management of this project. The Working Group which oversees the project includes representatives of those constituencies – customers, community and staff – as well as arts managers, architects and artists.

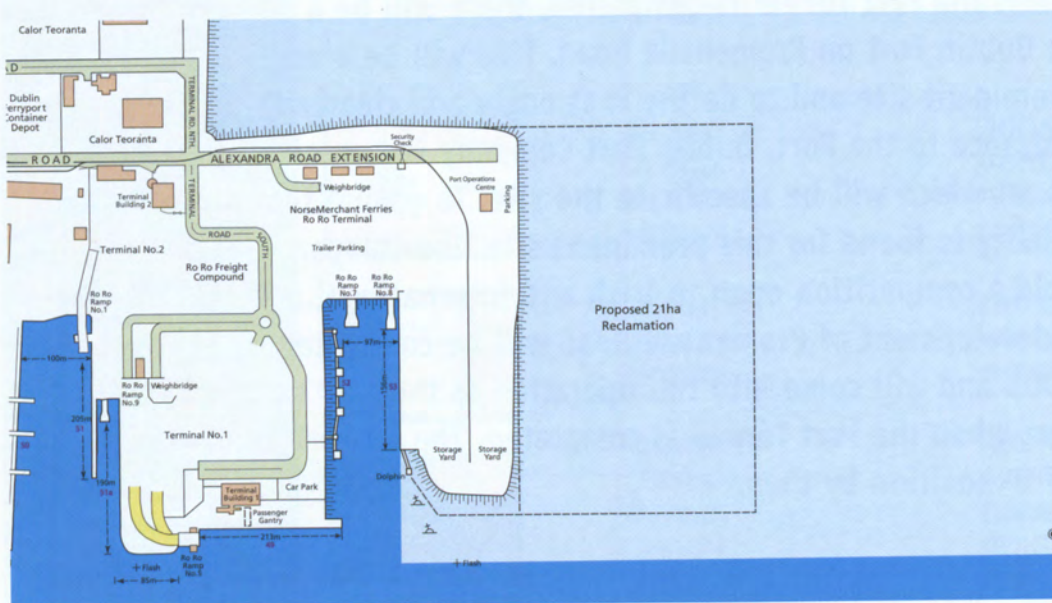
The competition brief is a very open one in that it makes no

stipulations about the type of work, the material, the dimensions or even the precise location on Promenade Road; in this way artistic creativity will be stimulated. However the site is not without its challenges. Essentially it's a stretch of a busy working road with security barriers, a roundabout, well-defined perimeters and a thin central strip and bounded by industrial and commercial premises. The winning commission will have to fit into that operating location while enhancing it; it will have to delight the passing drivers without distracting them. While it is acknowledged that not everyone may like the work selected, it is intended that its quality will shine through.



# 21 Hectares

## Dublin Port - The necessity for expansion



The fast growing Irish economy is built on foreign trade. In fact Ireland has the 3rd highest dependence on foreign trade in the world. In volume terms over 99% of this trade goes through our ports (80% in value terms). In the past 10 years Irish ports have handled half a billion tonnes of cargo. Ports have fuelled the engine of growth when other infrastructure providers have let us down in so many ways, including the provision of access to these ports.

Dublin is Ireland's major seaport handling nearly 50% of all Irish manufactured and semi-manufactured goods. In 2004 over 25 million tonnes of cargo was catered for at Dublin Port. Thus Dublin Port is a national asset rather than serving the needs of the city alone. Indeed a study by Dublin Chamber of Commerce has shown that exports through Dublin Port are associated with 206,000 jobs and imports with 65,000 jobs. These are in addition to the 4,000 people directly employed within the port estate.

Independent studies have shown that at present growth rates Dublin Port will run out of space in 2007. Investment of €130 million in facilities over the past five years has helped us deal

with capacity issues in the short term. However this is not a long term solution to our capacity problem. The only real option is additional space and deeper berths to cater for the much larger ships plying the oceans and granting economies of scale.

In March 2002, in response to concerns raised by some local resident groups, Dublin Port Co. submitted a fresh application for a foreshore license. The application was made to the Department of Communications, Marine and Natural Resources. So far we have had no decision from the Department.

Since that time we have embarked on a comprehensive public information campaign to address the concerns of local community and other interested groups.

If the port which caters for half of Ireland's foreign trade is constrained then the negative effects on the Irish economy would be enormous. It will impact on our national competitiveness, ultimately leading to higher prices, rising unemployment and lower direct foreign investment.





# Risk. Covered by Allianz.

No matter where your cargo goes ... we will be with you.

As the leading Marine Cargo and Hull insurer in Ireland, Allianz has the expertise and experience to provide all the cover you need, including: hull, cargo, transit and storage liability. And as the world's leading insurer, we can promise you the highest standard of service right around the globe. Ask your broker today about the power of Allianz.

**Allianz**   
The Power On Your Side

Allianz Corporate Ireland p.l.c trading as Allianz is regulated by the Irish Financial Services Regulatory Authority



# Quay Moments

There is so much history around the port that even a book wouldn't do it justice, so here are a few choice pieces to give you a taste of the Port's historical depth.



## Walter Kennedy Collection

A few years back Niall Dardis, the Port Company's archivist, received a call asking if he would be interested in some photographs of ships in Dublin port. Mrs Imelda Kennedy had boxes of photographs, taken by her late husband Walter, that she wanted to donate.

Sixteen boxes contained an Aladdin's cave of information on ships visiting the port. The photographs dated back to the 1930s and had been filed alphabetically, with the details and dates written on the reverse.

The Walter Kennedy Collection, as it is affectionately known, is still revealing its secrets, but it is donations like these that make the archive the valuable and comprehensive resource it is today.

## True Depth

It's hard to fathom the true depth of information that the archive contains. Visions of dusty maps and damp books in a dark and dingy room couldn't be further from the truth: this archive is carefully maintained and categorised and has proved a valuable reference point, time and again.

Not so long ago a woman from England contacted the archive to enquire if anything was known about her great uncle, Francis Carter, who had worked for the company. The Name Book, 1904-1924, revealed that Carter had started as a boy labourer, rising to the position of Lightkeeper in the Poolbeg Lighthouse in 1918. He died in 1918, probably as a result of the flu epidemic after the war.

It is snippets like these that bring our history to life.

## In the Blood

Bindon Blood Stoney was a man ahead of his time. In the late 1870s it became necessary for a new bridge to be built east of Carlisle bridge. This was further east than ever before and the news was not received well by the shipping companies, who loaded and unloaded cargo on the Eden Quay side of Carlisle Bridge. A new bridge would stop them from reaching this point. It was Stoney who found the solution, designing and building a swing bridge that would open from the centre, to let ships past. In 1879 Butt Bridge was completed. It lasted until 1888 when it became a fixed loophole bridge, after which no large ships could go further upriver. Today's Butt Bridge was opened in 1932.

Stoney was also responsible for the remarkable Diving Bell. He was an innovative thinker and in 1856, when he became assistant engineer for the port, he saw ways to improve the quay building process. At that time the timber quays were being rebuilt as concrete quays, but it wasn't until 1862, when George Halpin Junior resigned as Chief Engineer, that he had the chance to pursue his ideas.

His idea for a diving bell was to sink a capsule onto the sea floor and pump in air to empty the water and provide breathable air. This produced an environment in which five to six men could work to smooth out the seabed.

The diving bell consisted of 25 panels of cast iron, constructed to make a box, 20' x 20' and 7' high. Using a float platform the diving bell was lowered to the relevant spot where workers accessed it through a 40' long tube. Once the area was cleared, concrete blocks measuring 21 feet long and weighing 350 tonnes were lifted and lowered by a 'shear float' crane, built by Harland and Wolff. One of the first quays to be built using this method was the North Quay Extension, in 1869 which was designed to create an enclosed deep water area that would offer protection to ships.





At the request of the Directors of Inland Navigation, Bligh arrived in Dublin in 1800 to survey the port. He went to work immediately, producing a 25 page report in just three months, despite a harsh winter. His map, of 1803, was the first accurate, detailed map of Dublin port.

In his accompanying report Bligh suggested a wall on the north side of the river, to run parallel to that on the south side, to tackle the problem of the bar near the port entrance.

At low tide the bar presented only six feet of water, frustrating ships attempting to enter the port. The Ballast Board agreed with him but couldn't decide where to start the wall or where they would find the funds.

It wasn't until 1815 when two of the Ballast Board members, George Maquay and Leyland Crosthwaite, revisited the idea of a north wall. Awash with money, from the sale of Pigeonhouse Harbour to the Admiralty, the Board hired the reputable surveyor, Francis Giles, to work alongside George Halpin Senior, the port's chief engineer. Unlike Bligh's proposal, they saw the wall starting at Dollymount and angling out towards Poolbeg Lighthouse. They also proposed that the last two and a half thousand feet be only half the height of the flood tide level. This would help the incoming tide to spread out, thus

avoiding any south wall breach. It would also force the outgoing tide to run between the end of the wall and Poolbeg Lighthouse, creating a jetting effect that would naturally scour away the bar at the port's entrance.

Their vision was a successful one and, 30 years after completing the North Bull Wall, natural scouring of the tides increased the bar depth from six feet to sixteen feet. The other remarkable part of this story, which was never envisaged, concerns the sand and silt that was scoured away. It was washed into the bay where it was picked up by the currents identified on Bligh's map, and returned on the incoming tide. Only now it was swept north of the wall towards a natural sand bar where it accumulated over the decades. Today we know this sand bar as Bull Island, home to 3.5 miles of beach, two golf courses and a world famous nature reserve.

#### Moving Image

Such a rich and diverse history deserves to be cherished and maintained. In August 2004, Dublin Port Company's archives found a new home at the National College of Ireland where the facilities are better than ever before.

With over 200 years of history the college was delighted to be offered the chance to look after such a significant

collection, which coincided with their setting up of a marine consultancy. The archives are now in a dedicated and secure place where the public can have access to them, if on a limited basis. It may seem odd that there is a need for such security, but when you consider that one of the most impressive items is an original survey map of Dublin port, produced by Captain Bligh in 1803, you can understand the historical value of keeping the collection safe.

The collection boasts over 2,500 photographs, letters, books and various other documents and blueprints.

The photographs alone date back to the 1880s, showing Carlisle Bridge (now O'Connell Bridge) as a narrow humpbacked bridge. It was Bindon Blood Stoney, the port's chief engineer, who redesigned and had the bridge rebuilt to the bridge we know today. He was also responsible for Essex Bridge (now Capel St. Bridge) and the original Butt Bridge, emphasising the importance that the port has had on Dublin city's development.

It so happened that in 1885 the Prince and Princess of Wales came to Dublin and they were asked to open this basin officially. One smashed bottle of champagne later and the Alexandra Basin was named in honour of the Princess. Bindon Blood Stoney was chief engineer for 36 years, until 1898, but his Diving Bell continued to be used until the 1950s, illustrating the foresight and innovation of one of Ireland's most noteworthy engineers. The Diving Bell itself is still in existence and can be seen along the South Quays.

#### Bligh at the Bar

Captain Bligh is much maligned in history, but was a navigator and surveyor of considerable reputation, surveying and charting many of the Pacific islands for Captain Cook.



# Directors



Joe Burke,  
Chairman



Enda Connellan,  
Chief Executive



Paddy Bourke



Cathy Bryce



Christy Burke



Brenda Daly



Tony Ennis



Kevin Humphreys



Tom Hussey



Brian W Kerr



Jerry Kiersey



Seamus Martin



# Management



Enda Connellan  
Chief Executive



Michael Sheary  
Company Secretary &  
Financial Controller



Ciarán Callan  
Maintenance &  
Services Manager



Guy Davies  
Head of Security



Conor Farrell  
IT Manager



Joseph Hiney  
Finance Manager

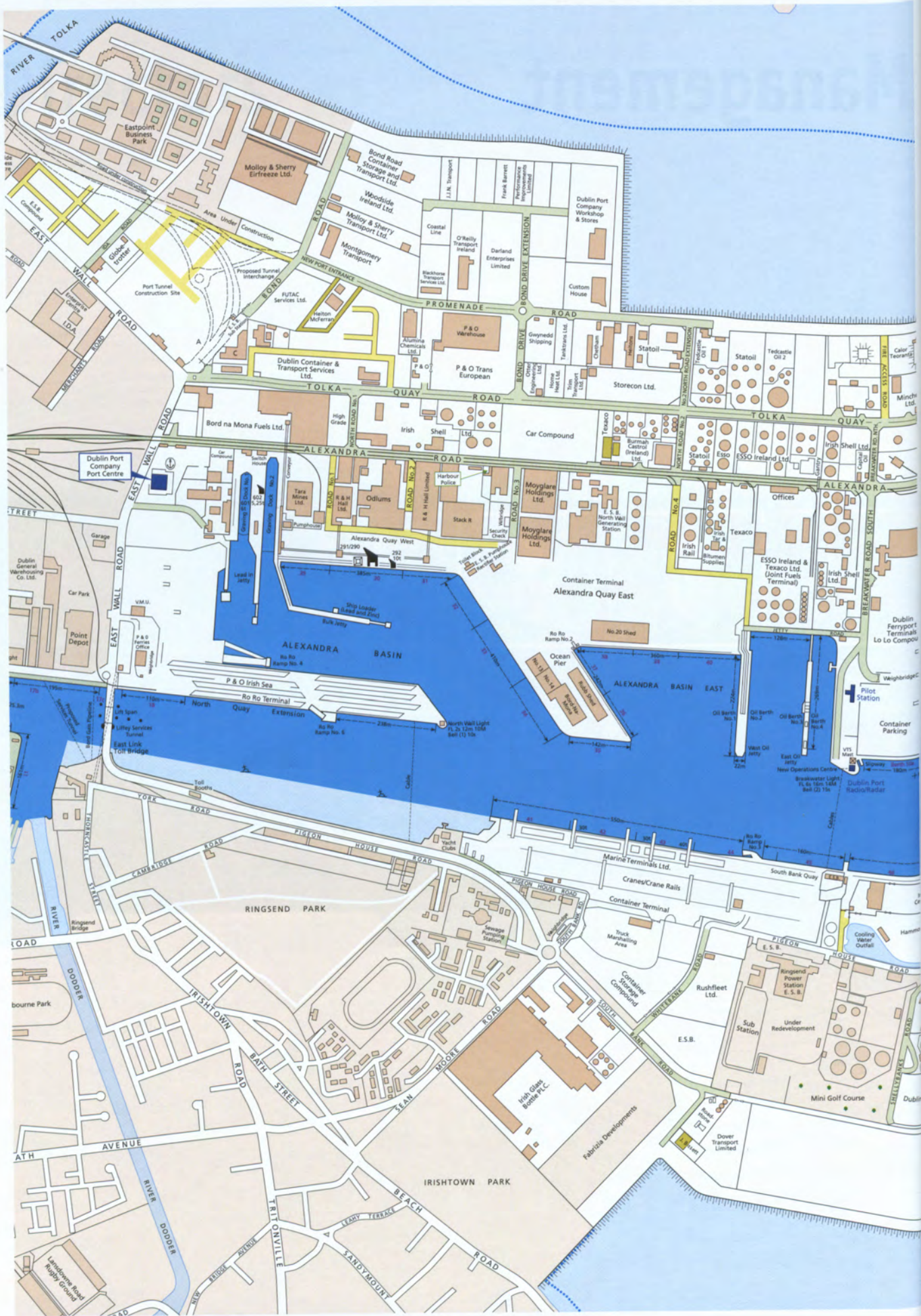


Seamus McLoughlin  
Head of Operations



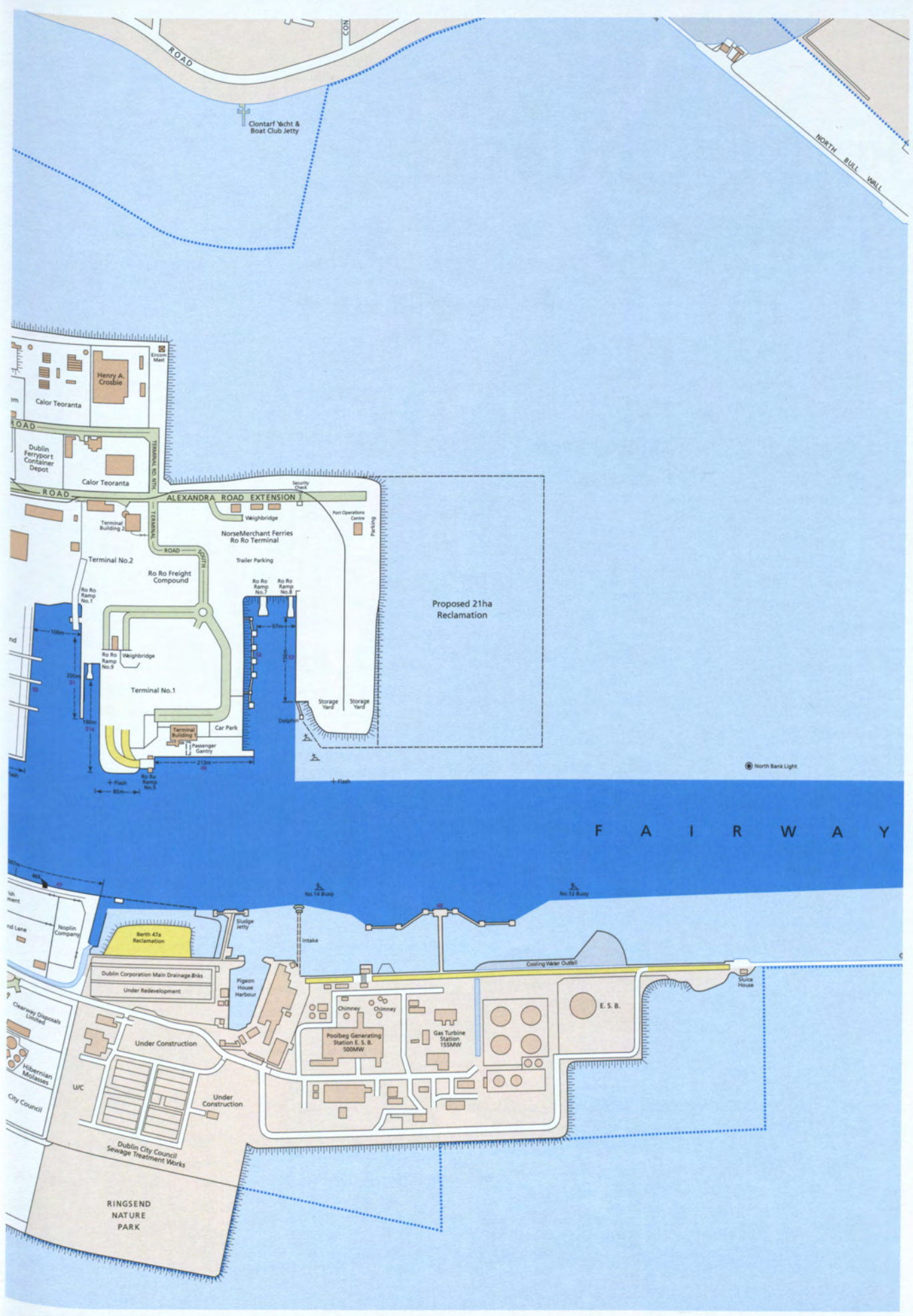
Ken Whelan  
H.R. Manager





**MAP OF DUBLIN PORT**  
**DUBLIN PORT YEARBOOK 2005**







# Port Facilities & Services

Dublin Port Company  
(under the Harbours Act, 1996)  
vested on the 3rd March 1997.

## Limits of Dublin Port

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

## Anchorage

For information on anchoring positions please refer to the admiralty chart No. 1415.

Anchorage is position 53°n 21, 6'w 12, sand over stiff marl. This anchorage is very exposed and a vessel should be prepared to leave at the first sign of a shift of Wind E.

## Approach and Berthage

The approach to the harbour of Dublin is well lighted and of easy access. There is a channel across the Bar which is 7.8m below LAT. Vessels drawing up to 10.2m can enter the port at high water of normal tides. Vessels drawing up to 7m can enter at any state of tide.

Vessels proceeding to the Dublin Bay Buoy, which is a Roundabout Buoy to be passed on the vessel's port side, should proceed through the Traffic Separation Scheme which was introduced during 1997. The scheme comprises of two elements, an inward lane and outward lane at North Burford and South Burford. For larger craft this is the only access to Dublin Port.

## Tides

**Mean H.W. Springs Dublin Bar 4.1m.**  
**Mean H.W. Neaps, 3.4m.**  
**Prevailing winds are S.W.**

All depths refer to the Lowest Astronomical Tide. This level is defined as "the lowest level which can be expected to occur under average meteorological conditions and under any combination of astronomical conditions."

This datum is referred to as L.A.T. and 2.51m below Ordnance Datum Malin Head.

## Verification of Depths

All berth, channel and bar depths given hereunder are standard Lowest Astronomical Tide (L.A.T.) maintenance depths which are liable to reduction through silting or other causes.

Verification of depths in the port should, therefore, be obtained from the Harbour Master's Department, Dublin Port Company, Port Centre, Alexandra Road, Dublin 1, Tel: (01) 887 6000.

## Pilotage

Dublin Port Company is the pilotage authority for the Dublin Pilotage District. The limits of the compulsory Pilotage District are the waters of the River Liffey below Butt Bridge and so much of the sea westward of the sixth meridian West longitude as lies between the parallels of latitude passing through the Baily Lighthouse on the North and through Sorrento Point on the South, including all bays, creeks and harbours and all tidal and enclosed docks within such area. The pilotage service is based in a pilot shore station situated on the Eastern Breakwater and is operated by direct boarding fast cutters each capable of speeds up to 20 knots. The Harbour Office, Pilot Shore Station and Pilot Cutters are equipped with VHF radio, Hague Channels 12.

To request a Pilot contact Dublin Port Company shipping desk at Tel: (01) 887 6028/887 6033.

## Towage

To cater for large ocean-going vessels using the port, Dublin Port Company has provided three diesel tugs fitted with twin Voith propellers. Two tugs are of 35 tonne bollard pull, and one is of 16 tonne bollard pull. They are equipped with VHF radio, Hague Channel 9 and have fire pumps.

To request towage contact Dublin Port Company shipping desk at Tel: (01) 887 6028/887 6033.

## Graving Dock

Dublin Port has one operational graving dock situated to the west of Alexandra Quay. The dock is 202 metres long and can be divided to accommodate small or medium sized vessels.

## Diving

Dublin Port Company provides a full diving service catering for hull inspections, video inspections and propeller clearance. A fully equipped dive launch is available with a self contained supply of compressed air. For details on diving contact Dublin Port Company at Tel: (01) 887 6000.

## Stevedoring

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

Dublin Ferryport Terminals  
Dublin Port Stevedores  
Marine Terminals Ltd.  
NorseMerchant Ferries  
P&O Irish Sea  
Poolbeg Stevedores  
Portroe Stevedores  
Stena Line





**LIEBHERR** 40 Tonnes  
S.W.L. SPREADER 40 Tonnes  
S.W.L. HOOK BEAM 45 Tonnes  
MANUFACTURED 2003

30000  
TARE 8 T  
DPOG  
SWL 40 ET



# Modes of Transport

## [Ro Ro] - Roll on Roll off

Dublin is the leading Ro Ro port in Ireland, handling over 610,000 freight units in 2004. The Ro Ro mode accounts for 55% of total throughput. Five ferry companies, between them, operate up to 16 sailings daily from Dublin, connecting with Holyhead, Heysham, Liverpool and Douglas. They cater for both freight and tourism.



Ro Ro is handled in Dublin in four terminals, which between them have eight ferry ramps, three of which are two tier. Over the past three years over €50 million has been invested in state of the art Ro Ro facilities. This investment has been matched by our customers investments in new and larger ships.

Irish Ferries operate the Ulysses, the biggest car ferry in the world, and the high speed Jonathan Swift on the Dublin - Holyhead route. In 2003 Stena Line launched the new Stena Adventurer on the same route. At 211 metres it is the longest ferry on the Irish Sea. NorseMerchant Ferries now have a third ship on the Dublin Liverpool route. In addition they have a twice daily service to Heysham. P & O Irish Sea operates twice daily to Liverpool. It is no wonder that Dublin is ferryport of first choice, offering choice of ferry company, choice of high speed or cruise ferry and choice of UK port.

### Ro Ro Operators

Irish Ferries  
NorseMerchant Ferries  
P&O Irish Sea  
Isle of Man Steam Packet Company  
Stena Line





## [Ro Ro] - Irish Ferries

IrishFerries.com  
For Our Lowest Fares!

Irish Ferries is Dublin Port's largest combined passenger car ferry and Roll on Roll off freight services operator and the leading company within the Irish owned shipping and transport group Irish Continental Group plc.

Irish Ferries' investment programme of over €400 million in the past ten years across all of its routes has helped secure its position as Dublin Port's premier passenger ferry operator. The major part of this investment has been spent on the construction of a new modern fleet of ferry vessels. Significant amounts have also been invested in the development of its services through Dublin including the purchasing of freight handling equipment.

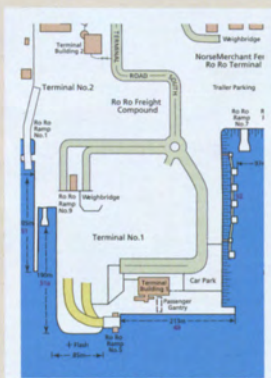
In March 2001, Irish Ferries' biggest commitment to Dublin Port so far was demonstrated by the introduction of the world's largest car ferry Ulysses, which now services the Dublin - Holyhead route.

With almost three miles of vehicle lane parking space on board, its enormous car decks have enough space to carry 1,342 cars or 240 articulated trucks per sailing - double the car parking capacity of Dublin's St. Stephen's Green Shopping Centre. It also carries a complement of 2000 passengers and crew.

The €100 million Ulysses is the fourth new vessel introduced by Irish Ferries on their Ireland - Britain routes in recent years. It follows the Isle of Innisfree (1995), the Isle of Inishmore (1997) and the high-speed catamaran Jonathan Swift (1999), all introduced to service through Dublin Port. Today, Irish Ferries operate the most modern ferry fleet in Europe.

On the Dublin - Holyhead route Irish Ferries offer up to 12 sailings a day. This amounts to an estimated 1.1 million passengers and 370,000 vehicles being transported by Irish Ferries through the port annually.

The company's quality focused approach is recognised in numerous awards presented to the company in recent times. For the last seven years in a row, Irish travel agents voted Irish Ferries winners of Ireland's 'Best Ferry Company' Award. Irish Ferries also picked up the award for "Best Website" at the 2003 Dublin Tourism Awards. irishferries.com was commended for its many "interesting and innovative features" and its contribution to marketing Dublin as a super holiday destination.



### Ferryport Terminal 1

Ferryport Terminal No. 1 is a multi-user terminal containing the port's main passenger terminal building serviced by a two-tier ramp and a single tier link span.

#### Berth 49

Length of Berth	213m
Depth at L.A.T.	11m standard

#### Ramp No. 5

##### Upper Deck

Length of Shore Ramp	43m
Width of Shore Ramp	10.8m
Maximum Vehicle Load	40 tonnes

##### Lower Deck

Length of Shore Ramp	40m
Width of Shore Ramp	20m
Maximum Vehicle Load	180 tonnes

#### Berth 51a

Length of Berth	190m
Depth at L.A.T.	8m standard
Length of Ramp	45m
Width of Ramp	20m
Maximum Vehicle Load	180 tonnes





The Mersey Docks Group  
for all your  
**logistics solutions**



**COASTAL**  
CONTAINER LINE LTD



**BG Freight Line**



**MARINE TERMINALS LIMITED**

**COASTAL CONTAINER LINE LTD** - providing regular, fast and efficient links between Dublin and the ports of Liverpool and Cardiff

**BG FREIGHT LINE** - offering reliability and speed to and from Dublin and the North European ports of Rotterdam and Antwerp

**MARINE TERMINALS LTD**, Dublin - Ireland's biggest deep water container terminal providing major shipping lines such as CMA CGM, Mediterranean Shipping Company, Coastal, BG Freight, Eucon and Eurofeeder with fast, efficient service on the back of a recently completed €22 million redevelopment programme.



**Coastal Container Line:** Eamon Sullivan **Tel:** 00 353 1 6185405 **e-mail:** eamon.sullivan@coastalcontainer.ie

**BG Freight Line:** Paul Keogh **Tel:** 00 353 1 8364342 **e-mail:** paul@bgf.ie

**Marine Terminals Limited:** John Forrester **Tel:** 00 353 1 6677765 **e-mail:** john.forrester@coastalcontainer.ie



## [Ro Ro] - NorseMerchant Ferries

Part of the restructured NorseMerchant Group, NorseMerchant Ferries is a dedicated Irish Sea ferry company, operating a fleet of 10 Ro Ro vessels, the largest on the Irish Sea.

The company's freight strategy is to offer a choice of destinations from a single departure point, concentrating on long sea crossings, which give overall cost benefit to the logistics provider. Reflecting this strategy, NorseMerchant Ferries offer two services from their Dublin Port terminal at Alexandra Road Extension: the Dublin-Heysham route and the Dublin-Liverpool Route.

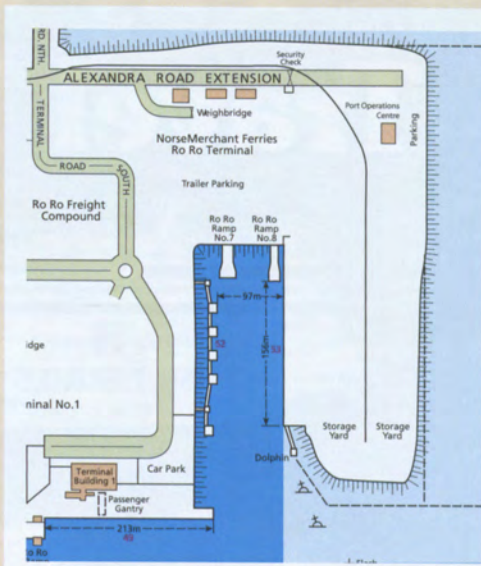
The service to Heysham, which is located on the Northwest coast of England, close to the city of Lancaster, is freight dedicated. There are two sailings per day in each direction, one morning departure at 09:00 hours and an overnight crossing at 21:00 hours, carrying driver accompanied units, unaccompanied units and a wide range of trade vehicles. Most types of hazardous cargo and abnormal Ro Ro loads can also be accepted.

The Dublin-Liverpool service operates to the purpose-built river berths at 12 Quays, Birkenhead. The terminal at 12 Quays is located less than one mile from the M53, thereby providing unrivalled access to the

motorway network. NorseMerchant Ferries offer a full ropax service on this strategically important route, accepting passengers, tourist cars, driver accompanied units, unaccompanied units and trade vehicles. In a major recent development, the company has expanded its' service on this route to three sailings per day in each direction. As before, there are morning departures at 10:30 hours and overnight departures at 22:45 hours. The extra sailings are provided by a third ship, which departs Dublin at 15:00 hours, arriving at Birkenhead at 23:00 hours. The return sailing from Birkenhead is at 03:00 hours, arriving in Dublin at 11:00 hours, which accommodates next-day deliveries in the greater Dublin region.

2005 is the 10th anniversary of the commencement of the Dublin-Heysham service. Since then, NorseMerchant Ferries has developed its' Dublin routes such that the company now has the most Ro Ro vessels (5) operating from Dublin Port, and the most freight sailings. The introduction of the third vessel on the Dublin-Liverpool route reflects the company's ongoing plans to develop these services to their full potential.

Further information is available on [www.norsemerchant.com](http://www.norsemerchant.com).



### Terminal Details

#### No. 7 Ramp

Length of Berth	200m
Depth at L.A.T.	7m standard
Length of Shore Ramp	35m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	180 tonnes

#### No. 8 Ramp

Length of Berth	156m
Depth of L.A.T.	7m standard
Length of Shore Ramp	48m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	100 tonnes







IRISH FERRIES

# Pay Economy Travel First Class



With the most luxurious fleet on the Irish Sea, Irish Ferries is the very first company offering low fare travel you can actually enjoy! We also offer the widest range of great value package holiday deals to Ireland, Britain & France. Book on-line at our award winning website [www.irishferries.com](http://www.irishferries.com) for our very lowest fares.

**Irishferries**  **com**

**For Our Lowest Fares**

Call 0818 300 400 NI 00353 818 300 400

S177



## [Ro Ro] - P&O Irish Sea

P&O Irish Sea is conveniently located at Terminal 3 beside the East Link Toll Bridge. The frequency of sailings, offers excellent choice to both passengers and freight customers, including accompanied, unaccompanied, Lo Lo tank and container operators.

P&O operate two Ro Ro vessels, Norbank and Norbay on the Dublin/Liverpool route. These vessels can each accommodate 127 Freight units and 104 passengers. Our departure times are 1000hrs and 2200hrs from Liverpool and Dublin arriving at 1730hrs and 0530hrs.

With these departure times we can cater for the specific needs of both driver accompanied and unaccompanied freight. The excellent facilities onboard including spacious lounge and restaurant facilities together with ensuite cabins makes for a very enjoyable crossing.

In addition to our normal Ro Ro traffic types this route can also cater for intermodal and Lo Lo services to and from the Republic of Ireland with some of the shortest transit times available for these types of movements.

Further information is available on our web site [www.poisfreight.com](http://www.poisfreight.com) which contains up-to-date information and real time track and trace facilities or by contacting us on (01) 8550522

### Terminal Details

#### No. 4 Ramp

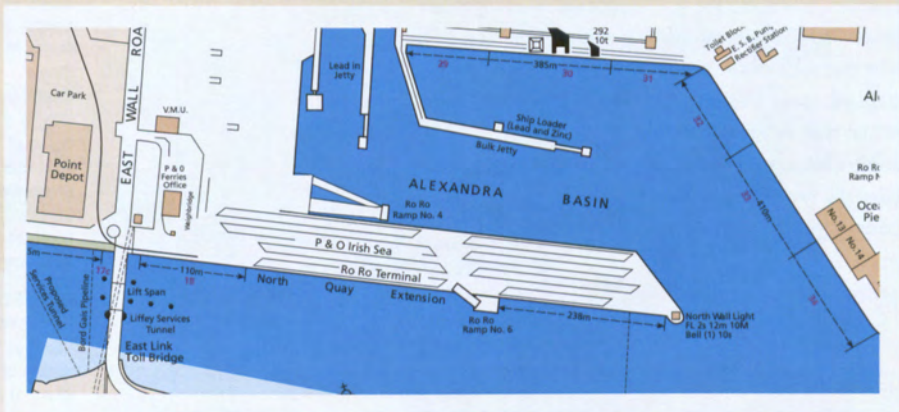
Length of Berth	290m
Depth at L.A.T.	7m standard
<b>Upper Deck</b>	
Length of Shore Ramp	41.5m
Width of Shore Ramp	10.5m
Maximum Vehicle Load	40 tonnes

#### Lower Deck

Length of Shore Ramp	46m
Width of Shore Ramp	20m
Maximum Vehicle Load	180 tonnes

#### No. 6 Ramp

Length of Berth	238m
Depth at L.A.T.	7m standard
Length of Shore Ramp	41m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	180 tonnes





## [Ro Ro] - Isle of Man Steam Packet Company

This year The Isle of Man Steam Packet Company will celebrate a unique milestone in shipping history - its 175th anniversary as the oldest continuously operating passenger shipping company in the world!

Connecting our two Celtic nations by sea has featured highly in our Company's long history. In the very early years passengers travelled in traditional and stately steamers taking up to 5 hours to traverse the Irish Sea. Nowadays The Steam Packet operating with fast state of the art craft will speed travellers to and from Dublin in well under 3 hours and in effect bring the two country's closer together.

Fast craft return services from Dublin to the Isle of Man will commence on 25th March 2005 and continue until 28th September 2005 operating up to three return sailings weekly with popular Christmas sailing's on 21st and 29th December. Special Car + 2 fares and foot passenger fares are planned to celebrate our anniversary year and will feature in the Company's sailing brochure.

Our inclusive package holiday arm 'Steam Packet Holidays' is a long time provider of the best price, high value breaks both to and from Ireland.

Additionally and famously now, the Isle of Man plays host to the people of Ireland when over the October Bank Holiday weekend an entertainment packed programme featuring the very best of Irish talent is staged on the Island in the £15 million refurbished Villa Marina entertainment's complex. Our specially scheduled sailing's by conventional ship also provide for a superb late autumn break in Ireland for Isle of Man residents.

All our vessels are fully equipped to cater for our passengers and in particular offer a Blue Riband Lounge where members can enjoy the many privileges afforded following a joining fee. Alternatively passengers can upgrade to our '1st' lounge at a moderate charge made at time of booking or when boarding the vessel.

In 2005 we look forward to maintaining our long and valued links between our two nations, sharing our common culture and hospitality.

Bookings can be made by telephone on 1800 805055 or via the Company's website: [www.steam-packet.com](http://www.steam-packet.com)

### Ferryport Terminal 1

Ferryport Terminal No. 1 is a multi-user terminal containing the port's main passenger terminal building serviced by a two-tier ramp and a single tier link span.

#### Berth 49

Length of Berth	213m
Depth at L.A.T.	11m standard

#### Ramp

##### Upper Deck

Length of Shore Ramp	43m
Width of Shore Ramp	10.8m
Maximum Vehicle Load	40 tonnes

##### Lower Deck

Length of Shore Ramp	40m
Width of Shore Ramp	20m
Maximum Vehicle Load	180 tonnes

#### Berth 51a

Length of Berth	190m
Depth at L.A.T.	8m standard
Length of Ramp	45m
Width of Ramp	20m
Maximum Vehicle Load	180 tonnes





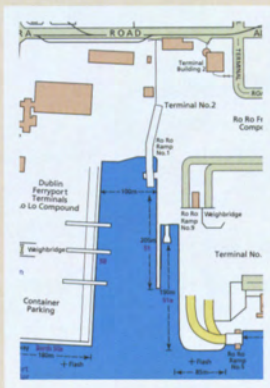
## [Ro Ro] - Stena Line

The Super Ferry Stena Adventurer has now been in service since the summer of 2003 on the Stena Line Holyhead - Dublin route. The new ship offers 70% more capacity than its predecessor with 3,400 metres of lane space. In addition, with a length of 211 metres she is the longest ferry ever to ply this Irish Sea route.

More capacity isn't the only freight-friendly feature of the new ship. Drive-through, two tier loading via bow and stern ramps means rapid embarkation and discharge. The internal design of the ship is also 'freight-friendly'. Loading is to 3 main decks with open lanes of sufficient width to ensure easy exit and entry to cabs, even on peak sailings.

On board the Stena Adventurer boasts 150 cabins, a dedicated drivers lounge and a superior range of onboard facilities including shops, lounges, restaurants, bars and conference rooms.

Stena Line operates a twice-daily service with a crossing time of 3 hours and 15 minutes to Holyhead from Terminal 2 at Ferryport. Dedicated reservations are available via one number (01) 204 7722 for both local and international requirements. Alternatively visit the Stena Line Freight website at [www.stenalinefreight.com](http://www.stenalinefreight.com) where you can make a booking and find up to the minute timetables and information on all Stena Line routes.



### Ferryport Terminal 2

Ferryport Terminal No. 2 is a multi-user terminal, including a passenger terminal building and is serviced by a two-tier ramp and a single tier link span.

#### Berth 51

Length of Berth	205m
Depth at L.A.T.	8m standard

#### Ramp No. 1

##### Upper Deck

Length of Shore Ramp	49m
Width of Shore Ramp	12m
Max Vehicle Load	40 tonnes

##### Lower Deck

Length of Shore Ramp	46m
Width of Shore Ramp	20m
Max Vehicle Load	180 tonnes

#### Berth 51a

Length of Berth	190m
Depth at L.A.T.	8m standard
Length of Ramp	45m
Width of Ramp	20m
Maximum Vehicle Load	180 tonnes





## Ro Ro Schedule - Ferry Companies Operating in Dublin Port

Port	Ferry Company	Sailings Per Day	Ferry Times Arriving Dublin	Ferry Times Departing Dublin
Heysham	<b>NorseMerchant Ferries</b> Tel: (01) 819 2955	2	06.00	09.00
			17.00	21.00
Holyhead	<b>Irish Ferries</b> Cruise Ferry (Passengers & Freight) Tel: (01) 855 2222	2	06.05	09.05
			18.05	21.05
Holyhead	Fast Ferry (Passengers) Tel: (01) 0818 300 400	4	11.10	12.15
			16.40	17.30
			22.05	06.50
			04.20*	23.30*
Holyhead	<b>Stena Line</b> Cruise Ferry (Passengers & Freight) Tel: (01) 204 7722	2	05.45	08.30
			17.45	21.15
Liverpool	<b>NorseMerchant Ferries</b> Tel: (01) 819 2955	3	05.15	10.30
			11.00†	15.00
			18.15	22.45
Liverpool	<b>P&amp;O Irish Sea</b> Cruise Ferry (Passengers & Freight) Tel: (01) 855 0522	2	05.30	10.00
			17.30	22.00
Douglas	<b>Isle of Man Steam Packet Company</b> Fast Ferry Tel: 1800 805 055		Seasonal	Seasonal

\*Summer only

Terminals 1 & 2 Ferryport, Alexandra Road, Dublin 1.

Terminal 3 North Wall Extension, Dublin 1.

†From August 2005

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







# Modes of Transport

## [Lo Lo] - Lift on Lift off



As with Ro Ro Dublin is Irelands main Lo Lo port handling 540,000 TEU's in 2004. This trade is handled at three separate terminals at Dublin operated by Dublin Ferryport Terminals, Marine Terminals and Portroe Stevedores.

There are direct daily services from Dublin to the UK and mainland Europe as well as weekly services to Iberia and the Mediterranean, including the East Mediterranean. In addition there are world wide transshipment services.

The Lo Lo mode is growing at over 7% per annum and now accounts for 20% of total throughput.

[LO LO]





## [Lo Lo] - Dublin Ferryport Terminals (DFT)

DFT's modern terminal provides container handling services to Eucon, Eurofeeders, Norfolk, Geest, Zim Line, Quality Freight and Celtic Forwarding. These companies primarily service routes to Rotterdam, Antwerp, Tilbury, Le Havre, Southampton, Felixstowe, Thamesport and the East Mediterranean.

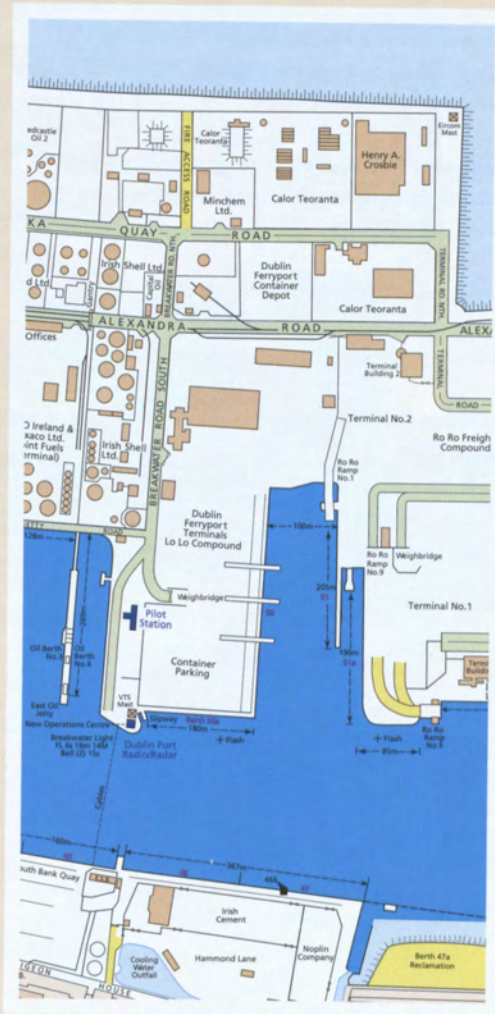
The terminal is equipped with three gantry cranes, six straddle carriers, six RTG cranes, one full lift reachstacker and three fork-lift trucks. Completion of the new river berth

has extended the available berths by 180mtrs at 11mtr draft.

DFT, through its subsidiary Dublin Ferryport Container Depot (DFCD), also provides depot facilities including storage, washing, repairs and reefer points.

### Terminal Details

Length of berths	480 m
Depth at L.A.T.	9.00-11.00 m standard
Cranes	1 x 32 tonnes gantry 2 x 40 tonnes gantry
Reachstacker	1 x 45 tonnes
Second-handling equipment	6 straddle carriers 6 x 40 tonne RTG cranes 2 x 12 tonne FLT 1 x 18 tonne FLT 2 x 18 tonne empty handlers
Reefer Points	170
Area	11.5 hectares





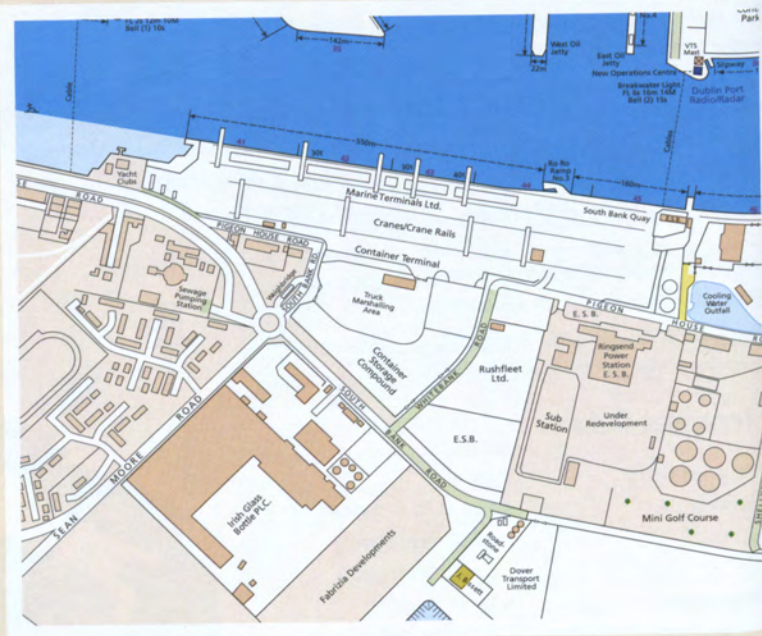
## [Lo Lo] - Marine Terminals Ltd. (MTL)

MTL manages the South Bank container terminal. The company caters for daily and weekly scheduled services to and from the UK and Northern Europe.

The terminal is equipped with 5 gantry cranes and 4 RMGs backed-up by extensive second-handling equipment and reefer points.

A development programme has been completed which involved further enhancement of the terminal to provide deep berthage for container vessels up to 10.2m draft.

A 2 hectare extension has also been completed at a cost of approx. €2.5m.



### Terminal Details

Length of berth	700 m
Depth at L.A.T.	8.5-11m standard
Cranes	5 x 45 tonne gantry
Second-handling equipment	4 x 40 tonne RMG
Reefer Points	300





## [Lo Lo] - Common User Container Terminal

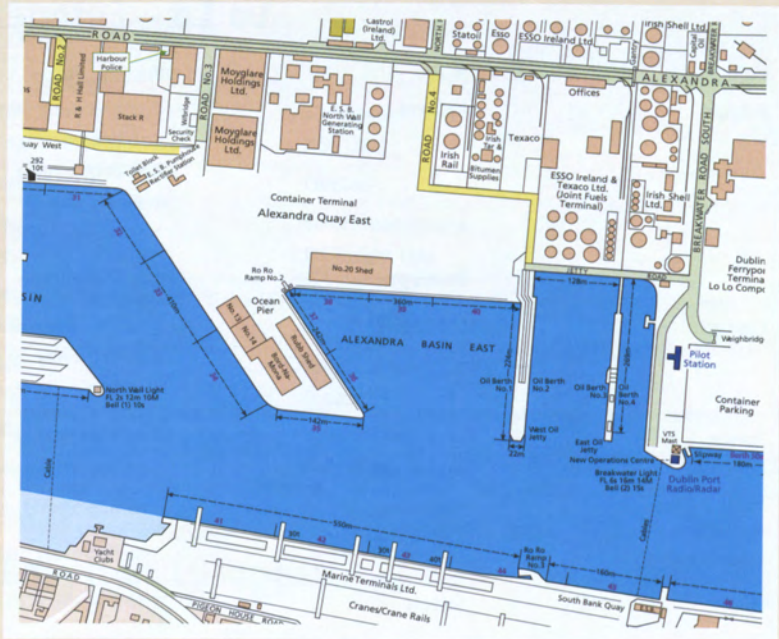
The common-user container terminal is located in Alexandra Quay East on the northside of the river.

Portroe Stevedores Limited operate in this terminal providing handling services for Seawheel, McAndrews Shipping, Dublin Maritime, and Gracechurch servicing Continental Europe, the Iberian Peninsula and Great Britain.

The terminal is equipped with 4 mobile Liebherr cranes (3 x 65 Tonnes & 1 x 104 Tonnes), 9 reach stackers and 2 heavy forklift trucks.

The new terminal facilities enable greater efficiencies and safety of operations.

In January 2004 Portroe Stevedores opened a second office at the terminal. Also in January 2004 a fourth mobile crane went into service.



### Terminal Details

Length of Berth	300m
Depth at L.A.T.	8.5m
Cranes	3 x 65 tonnes mobile cranes 1 x 104 tonnes mobile cranes
Second-handling equipment	9 kalmar reach stackers 2 heavy fork-lift trucks
Reefer Points	55





## Lo Lo Scheduled Sailings **Dublin Port**

### Lo Lo - European

Country	Port	Frequency	Line/Agent
Belgium	Antwerp	1 sailing every 10 days	Blue Star Agencies
		2 sailings weekly	BG Freight Line
		2 sailings weekly	Eucon
		1 sailing weekly	MSC (IRL)
	1 sailing every 10 days	Intl. Maritime	
	Zeebrugge	1 sailing weekly	Derek Horner Agencies Ltd.
Cyprus	Limassol	1 sailing every 10 days	Intl. Maritime Agencies
		1 sailing every 10 days	Blue Star Agencies
		1 sailing every 10 days	Jenkinson Agencies
France	Le Havre	2 sailings weekly	Eucon
		1 sailing weekly	Derek Horner Agencies Ltd.
	Nantes	1 sailing weekly	Mac Andrews
Greece	Piraeus	1 sailing every 10 days	Jenkinson Agencies
Italy	Salerno	1 sailing every 10 days	Intl. Maritime Agencies
		1 sailing every 10 days	Blue Star Agencies
		1 sailing every 10 days	Jenkinson Agencies
Malta	Valletta	1 sailing every 10 days	Henry Gowan
		1 sailing every 10 days	Blue Star Agencies
		1 sailing every 10 days	Jenkinson Agencies
Netherlands	Rotterdam	1 sailings weekly	Norfolk Line
		1 sailings weekly	MacAndrews
		2 sailings weekly	Eucon
		2 sailings weekly	EuroFeeders Dublin
		2 sailings weekly	Dublin Maritime
		3 sailings weekly	Seawheel
		6 sailings weekly	BG Freight Line
Portugal	Leixoes	1 sailing weekly	MacAndrews
		1 sailing every 10 days	Jenkinson Agencies
		1 sailing weekly	MSC (IRL)
	Lisbon	1 sailing weekly	McAndrews
		1 sailing every 10 days	Jenkinson Agencies
		1 sailing weekly	MSC (IRL)
Spain	Bilbao	1 sailing weekly	MacAndrews
		2 sailings weekly	Seawheel
	Vigo	1 sailing weekly	MSC (IRL)
	Cadiz	1 sailing weekly	MSC (IRL)
	Valentia	1 sailing weekly	MSC (IRL)
Turkey	Mersin	1 sailing every 10 days	Jenkinson Agencies
	Izmir	1 sailing every 10 days	Jenkinson Agencies
	Istanbul	1 sailing every 10 days	Jenkinson Agencies



## Lo Lo Scheduled Sailings Dublin Port

### Lo Lo - Irish Sea

Port	Frequency	Line/Agent
Bristol	1 sailing weekly	MSC (IRL)
Cardiff	3 sailings weekly	Coastal
Felixstowe	1 sailing weekly	EuroFeeders Dublin
	1 sailing weekly	BG Freight Line
Greenock	1 sailing weekly	Seawheel
	1 sailing weekly	Mac Andrews
Liverpool	1 sailing weekly	Derek Horner Agencies Ltd.
	7 sailings weekly	Coastal
	1 sailing weekly	Mac Andrews
Southampton	1 sailing weekly	EuroFeeders Dublin
Tilbury	1 sailing weekly	EuroFeeders Dublin

### Lo Lo - Non European

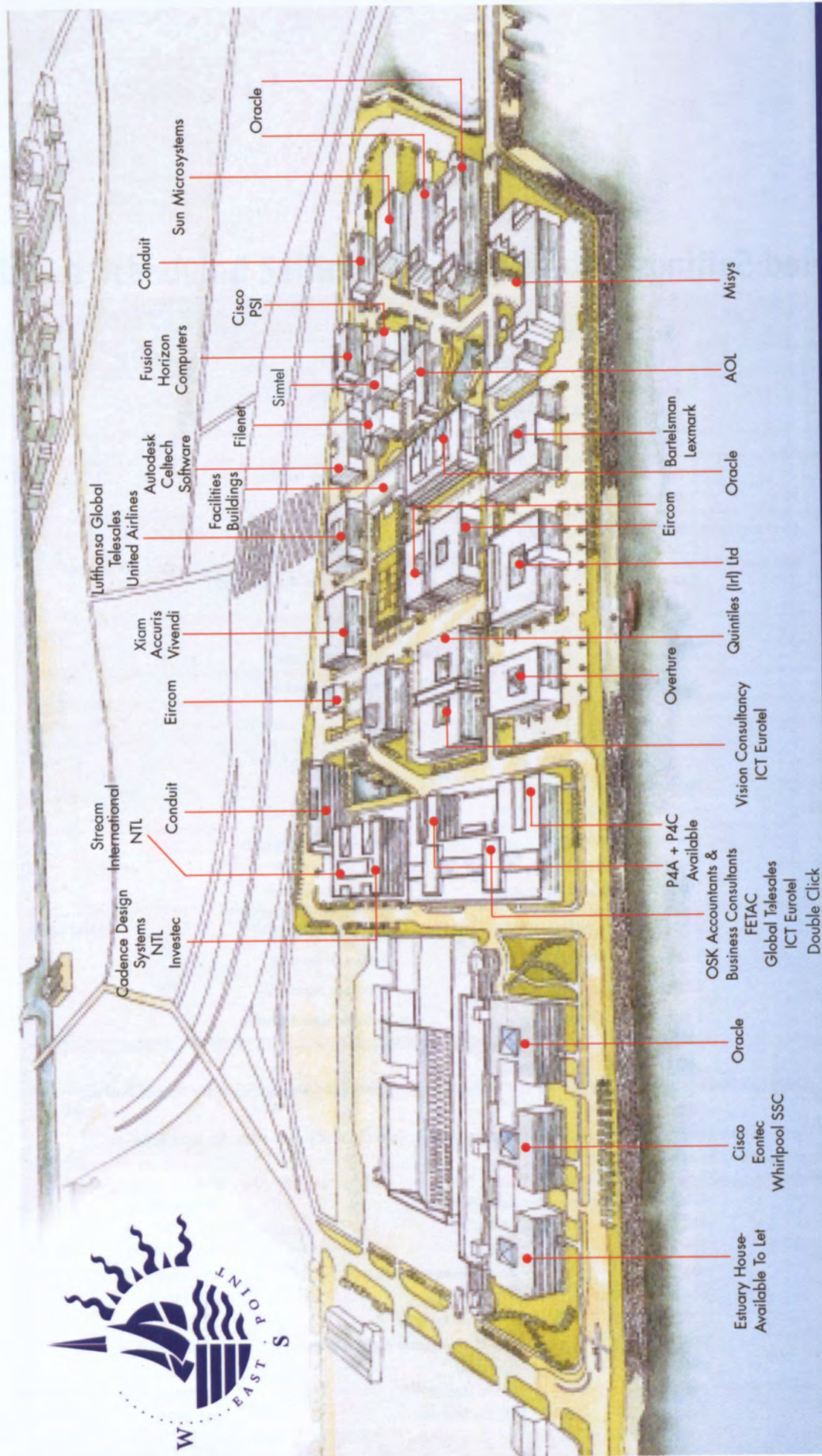
Country	Port	Frequency	Line/Agent
Egypt	Alexandria	1 sailing every 10 days	Jenkinson Agencies
Israel	Haifa	1 sailing every 10 days	Intl. Maritime Agencies
		1 sailing every 10 days	Blue Star Agencies
		1 sailing every 10 days	Jenkinson Agencies
	Ashdod	1 sailing every 10 days	Intl. Maritime Agencies
		1 sailing every 10 days	Blue Star Agencies
		1 sailing every 10 days	Jenkinson Agencies
Lebannon	Beirut	1 sailing every 10 days	Jenkinson Agencies
Tunisia	Tunis	1 sailing every 10 days	Intl. Maritime Agencies

#### Notes:

- 1) The above schedule sailings may be subject to change and should be checked with the ferry companies/ship agents at the time of booking.
- 2) The sailings are direct sailings only from Dublin Port. There are worldwide transhipments from the destination ports. For more detail on transhipments please contact the agents as listed.

Line/Agent	Telephone	Line/Agent	Telephone
MacAndrews	855 2644	MSC (IRL)	294 8704
BG Freight Line	803 8700	Norfolk	051 301430
Coastal Line	618 5400	NorseMerchant Ferries	819 2955
Eucon	607 5555	P&O Irish Sea	855 7001
Eurofeeders	607 5545	Blue Star Agencies	819 2666
Horner	855 0007	Isle of Man Steam Packet Company	1800 805055
Irish Ferries	855 2222	Seawheel	631 0900
International Maritime Agencies	832 0709	Stena Line	204 7777
Jenkinson Agencies	816 3500	Dublin Maritime	672 0500





- Stream International
- Codance Design Systems
- NTL
- Investec
- Conduit
- Eircom
- Xiam
- Accuris
- Vivendi
- Lufthansa Global Telesales
- United Airlines
- Facilities Buildings
- Autodesk
- Celtech Software
- Filenet
- Simtel
- Fusion Horizon Computers
- Cisco
- PSI
- Conduit
- Sun Microsystems
- Oracle
- Oracle
- Misys
- AOL
- Bartelsman Lexmark
- Oracle
- Eircom
- Quintiles (Irl) Ltd
- Overture
- Vision Consultancy
- ICT Eurotel
- P4A + P4C Available
- OSK Accountants & Business Consultants
- FETAC
- Global Telesales
- ICT Eurotel
- Double Click
- Estuary House Available To Let
- Oracle
- Cisco
- Eontec
- Whirlpool SSC

For further information contact:

**JONES LANG LASALLE**  
01 673 1600  
www.jll.com

**Palmer McCormack**  
01 418 5800  
Email: info@pmc.ie

**CBM Hamilton Osborne King**  
6181300  
email: offices@cbok.com

east point  
the right choice



# Modes of Transport

## Liquid - Bulk

The Port has discharging facilities for oil, bitumen, chemicals, liquid petroleum gases and molasses. A 41 hectare oil zone with storage capacity for 330,000 product tonnes (including 6,000 tonnes of LPG) is linked to four oil berths by a common user oil pipeline system, which incorporates 36 pipe lines. The cargoes of oil tankers can, therefore, be discharged to the storage installations of any of the oil companies. A €3.8m comprehensive fire fighting system has been installed on the Eastern and Western Oil Jetties.

### Oil Bunkering

Facilities are available at the oil jetties for obtaining bunkers from the various oil companies. Bunkers may also be obtained at berths by means of road tankers.

### Oil Jetties

#### No. 1 West

Length of Berth	226m
Depth at L.A.T.	10.4m standard

#### No. 2 East

Length of Berth	235m
Depth at L.A.T.	10.7m standard

#### No. 3 West

Length of Berth	207m
Depth at L.A.T.	10.1m standard

#### No. 4 East

Length of Berth	207m
Depth at L.A.T.	6.4m standard

#### Poolbeg Power Station

Length of Berth	325m
Depth at L.A.T.	10.6m standard

This berth, which can accommodate tankers of up to 70,000 tonnes, has oil pipeline connections to the storage tanks serving the power station.





## Dry - Bulk

Dry Bulk facilities are provided to cater for the loading and discharging of concentrate, peat, coal, grain, animal feedstuffs, fertilizer, ecocem (furnace slag) cement fines, etc.

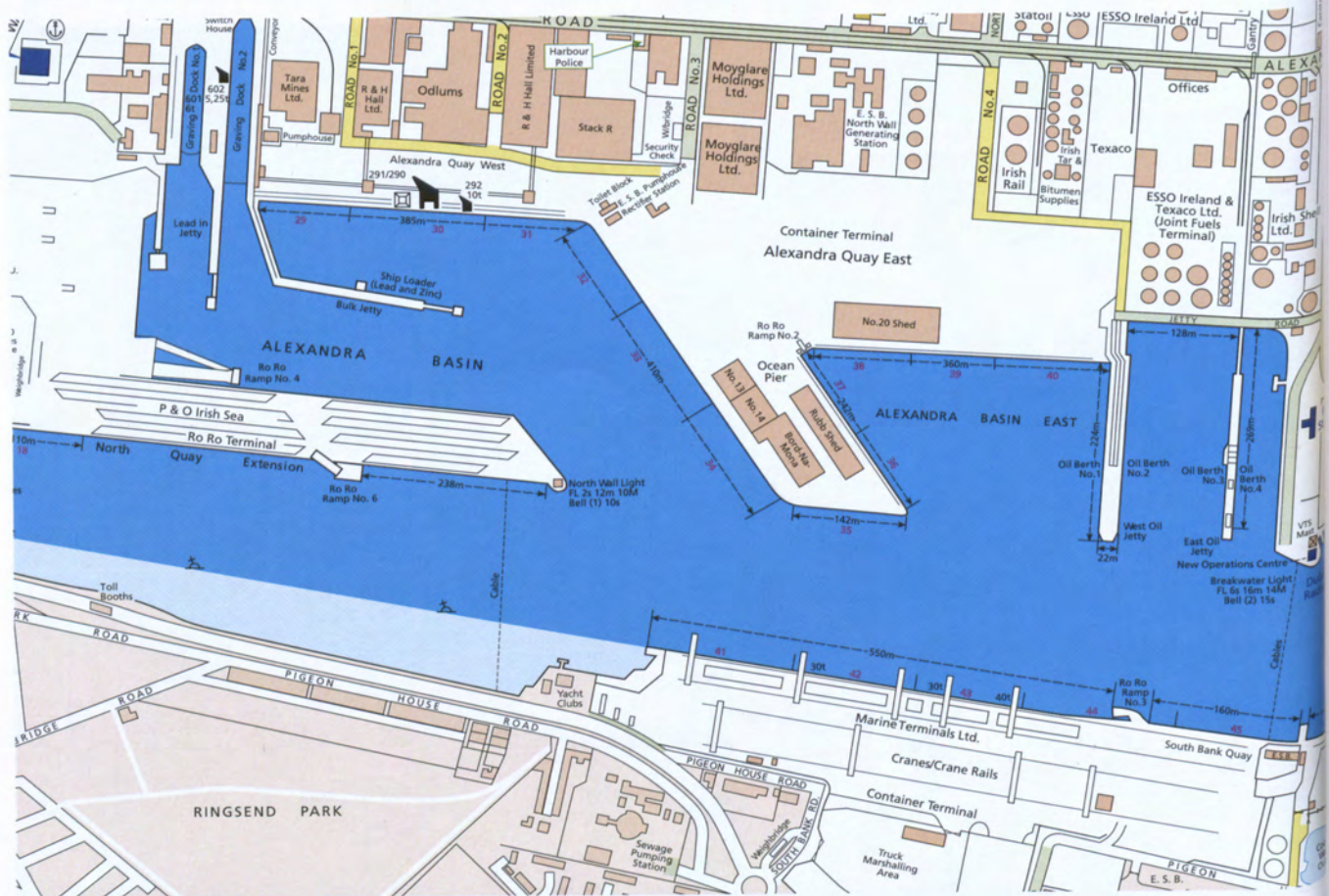
Five mobile cranes 1 x 104 tonnes and 4 x 64 tonnes operate in this area. Cranes are capable of hook, spreader and grab work. Three electric portal grabbing cranes of 2x10 tonne and 1x20 tonne capacity, conveyors and hoppers are also available for dry bulk cargoes.

A conveyor and ship loading facility connects the Alexandra Terminals storage shed to vessels on the Dry Bulk Jetty in Alexandra Basin for the loading-out of lead and zinc concentrate. Privately owned storage for up to 100,000 tonnes of grain, animal feed, etc. is available locally.

## Break - Bulk

Break Bulk accounts for less than 1% of total throughput and is catered for on the northside of the Port.

The main commodities in this area are newsprint and linerboard.





## Common User Berths and Quays

**Cranes**

3 x 64 tonnes mobile cranes  
 1 x 104 tonnes mobile crane  
 1 x 20 tonnes rail mounted  
 1 x 10 tonnes rail mounted  
 Cranes are capable of hook, spreader and grab work and operate in the Alexandra Quay/Ocean Pier area.

### Bulk Jetty – Alexandra Basin (Dry Bulk)

Length of Jetty 247m  
 Depth at L.A.T. 9.0m standard – northside  
 10.0m standard – southside

### Alexandra Quay West

Length of berth 385m  
 Depth at L.A.T. 9.8 – 10.2m standard

### Alexandra Quay East

Length of Berth 360m  
 Depth at L.A.T. 9.6 – 10.3m standard

### Ocean Pier West

Length of Berth 410m  
 Depth at L.A.T. 9.5m standard

### Ocean Pier East

Length of Berth 242m  
 Depth at L.A.T. 9.7m standard

### South Deep Water Quay – (Dry Bulk)

Length of Quay 357m  
 Depth at L.A.T. 11.0m standard  
 Open Quay Area 4.25 hectares  
 Cranes 1 x 10 tonnes  
 1 x 64 tonnes

This quay is also equipped with pipelines for discharge of molasses.

Stevedoring Companies:	Phone Nos.
Dublin Port Stevedores	(01) 6762259
Poolbeg Stevedoring	(01) 836 5736
Portroe Stevedores	(01) 836 5736





# Tourism

## Passengers

There has never been a better time to travel by sea. Faster, more comfortable ships equipped with state of the art facilities are ferrying more and more passengers to and from Dublin Port. Today five ferry companies, between them, operate up to twelve sailing daily connecting Dublin with Holyhead, Liverpool and Douglas.

Terminals at Dublin to the best industry standards ensure seamless trouble free travel.

In 2004 1.4 million passengers travelled by ferry through Dublin Port.

### Ferry Operators

Irish Ferries  
Isle of Man Steam Packet Company  
NorseMerchant Ferries  
P & O Irish Sea  
Stena Line



[Tourism]





## Passenger Schedule - Ferry Companies Operating in Dublin Port

Port	Ferry Company	Sailings Per Day	Ferry Times Arriving Dublin	Ferry Times Departing Dublin	Terminal
Holyhead	<b>Irish Ferries</b> Cruise Ferry (Passengers & Freight) Tel: 0818 300 400	2	06.05	09.05	Terminal 1
			18.05	21.05	
Holyhead	Fast Ferry (Passengers) Tel: 0818 300 400	4	11.09	12.15	Terminal 1
			16.39	17.30	
			22.05	06.50	
			04.19*	23.30*	
Holyhead	<b>Stena Line</b> Cruise Ferry (Passengers & Freight) Tel: (01) 204 7777	2	05.45	08.30	Terminal 2
			17.45	21.15	
Liverpool	<b>NorseMerchant Ferries</b> Cruise Ferry (Passengers & Freight) Tel: (01) 819 2999	2	05.15	10.30	Terminal 1
			18.15	22.45 (From Aug. 05)	
Liverpool	<b>P&amp;O Irish Sea</b> Cruise Ferry (Passengers & Freight) Tel: (01) 407 3434	2	05.30	10.00	Terminal 3
			17.30	22.00	
Douglas	<b>Isle of Man Steam Packet Company</b> Fast Ferry Tel: 1800 805055		Seasonal	Seasonal	Terminal 1

\* Summer only

Terminals 1 & 2 Ferryport, Alexandra Road, Dublin 1.

Terminal 3 North Wall Extension, Dublin 1.

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



## Cruise Line Operators

Dublin is Ireland's most popular port with cruise liners. Nearly 70 liners are scheduled to call here in 2005. Smaller liners can come up the River Liffey close to the city centre while the larger ships berth in Alexandra Quay, which is only 2 kms from the city centre.

Dublin has a lot to offer the potential visitor. Where else in the world would you find culture, history, architecture, scenic beauty, beaches and mountains all within a radius of 40 kilometres of the city centre. If sport is your passion you will find more than 50 golf courses all within easy reach of the city.

Breathtaking Wicklow with its mountains, lakes, valleys and long sandy beaches is a short drive to the south. To the north the historic Boyne Valley boasts a different type of grandeur, which includes the legendary Hill of Tara, Slane, Newgrange and the site of the Battle of the Boyne.

No visit to Dublin would be complete without discovering the birthplaces of its most famous beverages at Guinness Brewery and the Irish Whiskey Distillery. Both of these welcome visitors while the pubs of Dublin are famous the world over.

One does not need to have Dublin or even Irish ancestry to enjoy a visit to Dublin's Fair City, the home of Sweet Molly Malone.

[Tourism]









## IRELAND, EAST COAST – DUBLIN (NORTH WALL)

Lat 53°21' N Long 6°13' W

TIME ZONE GMT

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

YEAR 2005

JANUARY			FEBRUARY			MARCH			APRIL					
Time	m		Time	m		Time	m		Time	m		Time	m	
<b>1</b>	0254	3.54	<b>16</b>	0356	3.65	<b>1</b>	0344	3.57	<b>16</b>	0457	3.33	<b>1</b>	0333	3.57
	0821	1.33		0920	1.14		0915	1.14		1038	1.33		0925	1.00
Sa	1508	3.76	Su	1605	3.98	Tu	1604	3.71	W	1723	3.42	F	1615	3.46
	2102	1.08		2201	0.89		2153	1.00	B	2307	1.47		2200	1.29
<b>2</b>	0340	3.48	<b>17</b>	0455	3.51	<b>2</b>	0435	3.47	<b>17</b>	0606	3.23	<b>2</b>	0438	3.41
	0908	1.40		1018	1.31		1007	1.27		1147	1.51		1041	1.19
Su	1554	3.68	M	1704	3.80	W	1656	3.58	Th	1836	3.24	W	1734	3.29
	2149	1.12	B	2259	1.13	D	2248	1.16	D	2222	1.52	D	2320	1.49
<b>3</b>	0429	3.42	<b>18</b>	0556	3.42	<b>3</b>	0535	3.38	<b>18</b>	0019	1.68	<b>3</b>	0601	3.33
	1000	1.48		1121	1.45		1110	1.39		0718	3.23		1212	1.22
M	1643	3.61	Tu	1809	3.62	Th	1759	3.47	F	1312	1.57	F	1759	3.07
D	2242	1.17					2356	1.31		1950	3.18	D	2331	1.75
<b>4</b>	0526	3.39	<b>19</b>	0002	1.34	<b>4</b>	0646	3.36	<b>19</b>	0200	1.71	<b>4</b>	0634	3.12
	1057	1.53		0700	3.39		1229	1.44		0826	3.33		1232	1.51
Tu	1738	3.56	W	1232	1.54	F	1918	3.43	Sa	1437	1.46	Sa	1734	3.29
	2341	1.21		1915	3.50					2101	3.23		2031	3.43
<b>5</b>	0626	3.41	<b>20</b>	0115	1.47	<b>5</b>	0118	1.34	<b>20</b>	0308	1.58	<b>5</b>	0615	3.28
	1202	1.52		0803	3.44		0800	3.46		0926	3.49		1213	1.37
W	1840	3.55	Th	1346	1.53	Sa	1350	1.32	Su	1533	1.27	Sa	1910	3.29
				2021	3.44		2038	3.53		2158	3.35		2034	3.11
<b>6</b>	0044	1.20	<b>21</b>	0228	1.50	<b>6</b>	0231	1.23	<b>21</b>	0353	1.40	<b>6</b>	0103	1.48
	0728	3.49		0902	3.53		0906	3.67		1014	3.65		0742	3.36
Th	1307	1.44	F	1455	1.44	Su	1501	1.06	M	1614	1.08	Su	1345	1.24
	1946	3.61		2123	3.45		2146	3.70		2239	3.46		2035	3.41
<b>7</b>	0148	1.14	<b>22</b>	0325	1.44	<b>7</b>	0333	1.02	<b>22</b>	0425	1.22	<b>7</b>	0226	1.31
	0828	3.64		0954	3.65		1003	3.91		1052	3.78		0855	3.59
F	1410	1.28	Sa	1549	1.30	M	1558	0.74	Tu	1646	0.92	M	1458	0.93
	2051	3.72		2217	3.50		2242	3.88		2311	3.56		2143	3.62
<b>8</b>	0245	1.02	<b>23</b>	0408	1.35	<b>8</b>	0422	0.80	<b>23</b>	0455	1.05	<b>8</b>	0326	1.03
	0923	3.82		1036	3.77		1053	4.13		1124	3.86		0953	3.85
Sa	1508	1.05	Su	1632	1.16	Tu	1649	0.45	W	1716	0.79	Tu	1553	0.59
	2151	3.86		2257	3.55	A	2331	4.00		2341	3.63		2236	3.81
<b>9</b>	0339	0.89	<b>24</b>	0443	1.25	<b>9</b>	0506	0.63	<b>24</b>	0520	0.92	<b>9</b>	0412	0.76
	1014	4.01		1113	3.86		1138	4.28		1152	3.90		1042	4.08
Su	1603	0.80	M	1709	1.05	W	1734	0.26	Th	1741	0.70	W	1638	0.32
	2246	3.99		2333	3.59				C				2321	3.93
<b>10</b>	0428	0.77	<b>25</b>	0514	1.16	<b>10</b>	0016	4.03	<b>25</b>	0006	3.70	<b>10</b>	0453	0.56
	1103	4.18		1147	3.91		0547	0.54		0544	0.81		1126	4.22
M	1653	0.58	Tu	1741	0.96	Th	1223	4.35	F	1219	3.94	Th	1719	0.16
A	2337	4.07	C				1816	0.19		1806	0.62	A		
<b>11</b>	0513	0.69	<b>26</b>	0004	3.63	<b>11</b>	0058	4.00	<b>26</b>	0034	3.76	<b>11</b>	0001	3.96
	1149	4.30		0544	1.08		0627	0.53		0609	0.73		0530	0.43
Tu	1742	0.42	W	1216	3.93	F	1307	4.34	Sa	1249	3.97	F	1205	4.27
				1812	0.89		1900	0.23		1836	0.56		1758	0.14
<b>12</b>	0027	4.09	<b>27</b>	0033	3.66	<b>12</b>	0141	3.90	<b>27</b>	0105	3.80	<b>12</b>	0036	3.93
	0559	0.68		0611	1.02		0710	0.59		0640	0.68		0608	0.40
W	1237	4.35	Th	1246	3.94	Sa	1350	4.25	Su	1325	3.97	Sa	1244	4.24
	1832	0.36		1840	0.84		1945	0.38		1910	0.55		1836	0.22
<b>13</b>	0117	4.03	<b>28</b>	0104	3.68	<b>13</b>	0224	3.78	<b>28</b>	0143	3.81	<b>13</b>	0110	3.86
	0644	0.73		0639	0.99		0755	0.72		0717	0.69		0646	0.45
Th	1326	4.34	F	1318	3.94	Su	1437	4.10	M	1403	3.94	Su	1324	4.14
	1921	0.39		1910	0.81		2031	0.61		1948	0.61		1915	0.40
<b>14</b>	0209	3.93	<b>29</b>	0139	3.70	<b>14</b>	0309	3.63	<b>29</b>	0146	3.76	<b>14</b>	0146	3.76
	0734	0.84		0711	0.97		0844	0.90		0728	0.57		0728	0.57
F	1417	4.27	Sa	1356	3.92	M	1526	3.90		1406	3.98	Tu	1406	3.98
	2013	0.50		1943	0.79		2119	0.88		1956	0.64		1956	0.64
<b>15</b>	0301	3.79	<b>30</b>	0217	3.69	<b>15</b>	0358	3.47	<b>30</b>	0227	3.65	<b>15</b>	0227	3.65
	0826	0.98		0748	0.99		0937	1.11		0813	0.74		0813	0.74
Sa	1511	4.15	Su	1435	3.88	Tu	1619	3.66		1451	3.78	Tu	1451	3.78
	2106	0.67		2021	0.80		2210	1.18		2038	0.92		2038	0.92
			<b>31</b>	0259	3.64				<b>31</b>	0241	3.74			
				0830	1.05					0824	0.79			
			M	1518	3.81					1515	3.66			
				2105	0.87					2056	1.02			

DATUM OF PREDICTIONS = CHART DATUM : 020 METRES ABOVE ORDNANCE DATUM (DUBLIN)

PROUDMAN OCEANOGRAPHIC LABORATORY, BIDSTON OBSERVATORY, BIRKENHEAD, MERSEYSIDE, UK.

COPYRIGHT RESERVED

Phases of the Moon are reproduced, with permission, from data supplied by the Particle Physics and Astronomy Research Council







# IRELAND, EAST COAST – DUBLIN (NORTH WALL)

Lat 53°21' N Long 6°13' W

TIME ZONE GMT

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

YEAR 2005

SEPTEMBER			OCTOBER			NOVEMBER			DECEMBER														
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m												
<b>1</b> Th	0357 1031 1607 2235	1.09 3.53 1.27 3.85	<b>16</b> F	0325 1010 1543 2210	0.69 3.86 0.89 4.15	<b>1</b> Sa	0401 1034 1608 2238	0.87 3.68 1.09 3.93	<b>16</b> Su	0353 1038 1605 2236	0.41 4.02 0.72 4.29	<b>1</b> Tu	0418 1053 1628 2302	0.72 3.90 0.90 3.98	<b>16</b> W C	0452 1133 1709 2342	0.62 4.03 0.74 4.09	<b>1</b> Th A	0419 1056 1636 2317	0.82 4.01 0.88 3.96	<b>16</b> F	0517 1155 1742	1.01 4.00 0.90
<b>2</b> F	0432 1102 1638 2306	0.93 3.61 1.11 3.93	<b>17</b> Sa	0411 1055 1624 2253	0.38 4.01 0.65 4.33	<b>2</b> Su	0429 1102 1635 2306	0.75 3.76 0.94 3.98	<b>17</b> M C	0432 1116 1643 2316	0.29 4.07 0.58 4.33	<b>2</b> W A	0446 1120 1657 2334	0.67 3.97 0.81 4.01	<b>17</b> Th	0530 1206 1749	0.72 4.02 0.75	<b>2</b> F	0456 1133 1716 2359	0.79 4.09 0.78 3.99	<b>17</b> Sa	0012 0552 1229 1823	3.81 1.06 4.01 0.89
<b>3</b> Sa A	0502 1130 1704 2333	0.82 3.67 0.98 3.97	<b>18</b> Su C	0452 1134 1702 2333	0.19 4.08 0.50 4.42	<b>3</b> M A	0455 1126 1659 2330	0.67 3.83 0.84 4.01	<b>18</b> Tu	0510 1151 1721 2354	0.30 4.06 0.54 4.29	<b>3</b> Th	0517 1152 1731	0.67 4.02 0.76	<b>18</b> F	0020 0606 1241 1832	4.00 0.86 4.00 0.81	<b>3</b> Sa	0535 1215 1801	0.82 4.13 0.73	<b>18</b> Su	0049 0627 1304 1903	3.75 1.12 3.99 0.92
<b>4</b> Su	0528 1155 1730 2359	0.74 3.72 0.89 3.99	<b>19</b> M	0531 1212 1740	0.13 4.07 0.44	<b>4</b> Tu W	0519 1149 1724 2358	0.62 3.88 0.77 4.03	<b>19</b> Th	0547 1225 1801	0.41 4.02 0.57	<b>4</b> F	0011 0552 1230 1811	4.01 0.73 4.03 0.77	<b>19</b> Sa	0101 0643 1321 1915	3.88 1.02 3.95 0.90	<b>4</b> Su	0046 0620 1301 1851	3.96 0.90 4.14 0.74	<b>19</b> M	0128 0705 1343 1945	3.67 1.19 3.94 0.97
<b>5</b> M	0554 1220 1754	0.70 3.76 0.83	<b>20</b> Tu	0012 0609 1249 1819	4.40 0.21 4.01 0.48	<b>5</b> W Th	0544 1219 1754	0.61 3.92 0.73	<b>20</b> Th	0033 0625 1301 1843	4.18 0.60 3.97 0.67	<b>5</b> Sa	0054 0632 1314 1856	3.95 0.86 4.00 0.84	<b>20</b> Su	0146 0724 1403 2003	3.73 1.20 3.87 1.03	<b>5</b> M	0138 0710 1353 1946	3.89 1.03 4.11 0.79	<b>20</b> Tu	0210 0745 1424 2028	3.58 1.28 3.86 1.05
<b>6</b> Tu	0027 0618 1250 1822	4.00 0.68 3.80 0.80	<b>21</b> W	0053 0649 1326 1901	4.31 0.39 3.92 0.60	<b>6</b> Th	0032 0616 1254 1829	4.02 0.66 3.93 0.76	<b>21</b> F	0115 0704 1341 1928	4.02 0.83 3.88 0.83	<b>6</b> Su	0143 0719 1403 1949	3.85 1.05 3.93 0.96	<b>21</b> M	0234 0810 1449 2055	3.56 1.39 3.76 1.16	<b>6</b> Tu	0235 0806 1449 2047	3.79 1.18 4.05 0.86	<b>21</b> W	0254 0828 1506 2113	3.48 1.39 3.75 1.14
<b>7</b> W	0100 0725 1325 1856	3.99 0.69 3.81 0.82	<b>22</b> Th	0136 0731 1407 1948	4.14 0.65 3.81 0.79	<b>7</b> F	0111 0654 1335 1910	3.96 0.77 3.89 0.85	<b>22</b> Sa	0202 0748 1424 2020	3.81 1.10 3.77 1.03	<b>7</b> M	0238 0816 1458 2052	3.70 1.27 3.83 1.10	<b>22</b> Tu	0327 0904 1541 2151	3.39 1.57 3.62 1.30	<b>7</b> W	0337 0908 1549 2153	3.69 1.32 3.98 0.93	<b>22</b> Th	0343 0918 1554 2203	3.38 1.51 3.63 1.24
<b>8</b> Th	0138 0725 1404 1934	3.94 0.76 3.77 0.89	<b>23</b> F	0223 0817 1452 2040	3.91 0.95 3.67 1.02	<b>8</b> Sa	0155 0736 1420 1956	3.85 0.95 3.80 1.00	<b>23</b> Su	0252 0837 1513 2118	3.58 1.37 3.63 1.23	<b>8</b> Tu	0343 0922 1601 2205	3.55 1.47 3.73 1.19	<b>23</b> W D	0431 1005 1643 2253	3.25 1.72 3.50 1.39	<b>8</b> Th	0445 1015 1653 2300	3.61 1.42 3.92 0.98	<b>23</b> F D	0435 1012 1645 2255	3.30 1.62 3.51 1.33
<b>9</b> F	0220 0806 1447 2017	3.85 0.89 3.69 1.02	<b>24</b> Sa	0316 0908 1544 2140	3.65 1.27 3.51 1.27	<b>9</b> Su	0245 0827 1511 2054	3.69 1.19 3.67 1.19	<b>24</b> M	0354 0934 1614 2221	3.34 1.62 3.48 1.41	<b>9</b> W B	0502 1039 1713 2326	3.45 1.58 3.69 1.18	<b>24</b> Th	0541 1111 1752 2356	3.19 1.80 3.43 1.41	<b>9</b> F	0555 1124 1801	3.59 1.45 3.88	<b>24</b> Sa	0534 1111 1741 2349	3.26 1.69 1.63 1.38
<b>10</b> Sa	0305 0852 1534 2108	3.71 1.08 3.57 1.20	<b>25</b> Su D	0421 1007 1650 2248	3.37 1.56 3.37 1.48	<b>10</b> M B	0344 0930 1611 2207	3.49 1.44 3.53 1.36	<b>25</b> Tu D	0510 1042 1731 2334	3.16 1.81 3.37 1.50	<b>10</b> Th	0623 1158 1829	3.47 1.57 3.73	<b>25</b> F	0647 1218 1857	3.23 1.78 3.43	<b>10</b> Sa	0009 0704 1232 1907	1.00 3.62 3.92 3.87	<b>25</b> Su	0636 1212 1843	3.28 1.71 3.40
<b>11</b> Su B	0358 0949 1631 2212	3.52 1.31 3.42 1.39	<b>26</b> M	0542 1116 1811	3.17 1.79 3.30	<b>11</b> Tu W	0502 1050 1726 2335	3.33 1.63 3.45 1.40	<b>26</b> Th	0629 1158 1847	3.12 1.88 3.38	<b>11</b> F	0041 0738 1308 1938	1.07 3.59 1.44 3.85	<b>26</b> Sa	0058 0745 1318 1953	1.36 3.34 1.68 3.50	<b>11</b> Su	0115 0806 1336 2011	1.00 3.70 1.35 3.89	<b>26</b> M	0046 0734 1308 1943	1.38 1.36 1.64 3.44
<b>12</b> M	0507 1102 1741 2338	3.33 1.53 3.33 1.50	<b>27</b> Tu	0011 0707 1247 1928	1.57 3.13 1.85 3.37	<b>12</b> W	0639 1220 1850	3.32 1.63 3.52	<b>27</b> Th	0057 0742 1321 1952	1.45 3.23 1.77 3.48	<b>12</b> Sa	0148 0840 1407 2038	0.90 3.75 1.25 3.98	<b>27</b> Su	0150 0833 1409 2041	1.25 3.49 1.53 3.60	<b>12</b> M	0216 0904 1435 2111	0.98 3.79 1.24 3.90	<b>27</b> Tu	0139 0824 1400 2038	1.32 3.49 1.52 3.53
<b>13</b> Tu	0641 1232 1908	3.27 1.59 3.39	<b>28</b> W	0146 0826 1411 2035	1.47 3.24 1.71 3.53	<b>13</b> Th	0104 0802 1336 2003	1.23 3.49 1.45 3.73	<b>28</b> F	0202 0840 1420 2045	1.29 3.39 1.58 3.62	<b>13</b> Su	0242 0932 1459 2132	0.73 3.88 1.06 4.09	<b>28</b> M	0234 0913 1448 2122	1.12 3.64 1.36 3.71	<b>13</b> Tu	0309 0954 1527 2205	0.96 3.87 1.12 3.91	<b>28</b> W	0230 0911 1449 2130	1.22 1.65 1.33 3.66
<b>14</b> W	0111 0810 1353 2023	1.38 3.41 1.44 3.62	<b>29</b> Th	0247 0923 1502 2126	1.26 3.41 1.50 3.70	<b>14</b> F	0214 0905 1435 2104	0.93 3.71 1.19 3.97	<b>29</b> Sa	0247 0922 1459 2129	1.10 3.56 1.37 3.75	<b>14</b> M	0330 1017 1544 2219	0.62 3.97 0.90 4.15	<b>29</b> Tu	0311 0949 1525 2200	1.00 3.77 1.19 3.81	<b>14</b> W	0357 1039 1617 2253	0.95 3.93 1.02 3.90	<b>29</b> Th	0316 0954 1536 2219	1.10 3.82 1.12 3.79
<b>15</b> Th	0228 0918 1455 2120	1.06 3.64 1.17 3.90	<b>30</b> F	0329 1003 1539 2205	1.05 3.56 1.28 3.84	<b>15</b> Sa	0308 0956 1523 2153	0.63 3.90 0.93 4.17	<b>30</b> Su	0322 0957 1533 2204	0.94 3.70 1.18 3.85	<b>15</b> Tu	0412 1057 1628 2303	0.58 4.02 0.79 4.14	<b>30</b> W C	0344 1021 1600 2236	0.90 3.90 1.02 3.90	<b>15</b> Th	0439 1120 1700 2334	0.97 3.98 0.94 3.87	<b>30</b> F	0400 1036 1621 2306	0.98 3.99 0.89 3.91
						<b>31</b> M	0351 1028 1601 2234	0.81 3.81 1.02 3.92										<b>31</b> Sa A	0442 1120 1707 2352	0.87 4.13 0.70 3.99			

DATUM OF PREDICTIONS = CHART DATUM : 020 METRES ABOVE ORDNANCE DATUM (DUBLIN)  
 PROUDMAN OCEANOGRAPHIC LABORATORY, BIDSTON OBSERVATORY, BIRKENHEAD, MERSEY SIDE, UK.  
 Phases of the Moon are reproduced, with permission, from data supplied by the Particle Physics and Astronomy Research Council

COPYRIGHT RESERVED







# Dublin Port Throughput Figures

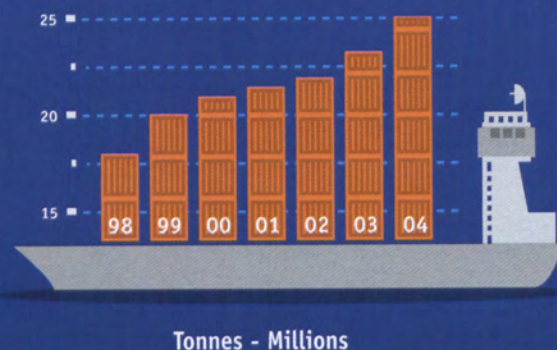
## 2004 Est.

Total Tonnage	25m tonnes
Imports	16.3m tonnes
Exports	8.7m tonnes
Ro Ro	610,000 units
Lo Lo	540,000 TEU's
Liquid Bulk	3.87m tonnes
Dry Bulk	1.7m tonnes
Break Bulk	80,000 tonnes
Trade Cars	117,000
Passenger Nos.	1.38m
Tourist Cars	317,000

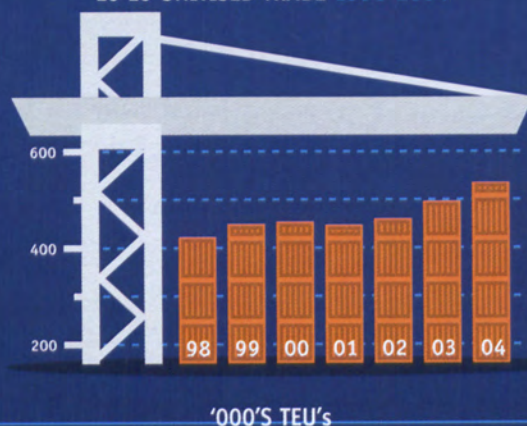
## 2003

Total Tonnage	23.5m tonnes
Imports	15.1m tonnes
Exports	8.4m tonnes
Ro Ro	571,250 units
Lo Lo	496,000 TEU's
Liquid Bulk	3.47m tonnes
Dry Bulk	1.7m tonnes
Break Bulk	109,000 tonnes
Trade Cars	101,000
Passenger Nos.	1.4m
Tourist Cars	337,000

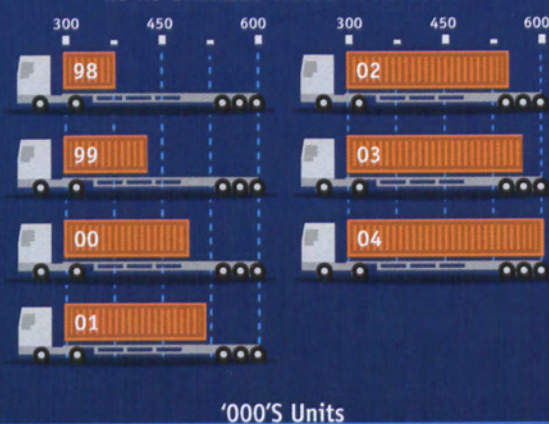
TONNAGE THROUGHPUT 1998-2004



Lo Lo UNITISED TRADE 1998-2004



Ro Ro UNITISED TRADE 1998-2004





# Some interesting facts about Dublin Port

- Being an island, Ireland's only way of trading is through seaports and airports. Irish seaports handle 99.5% of Irish foreign trade (by volume).
- 90% of Ireland's GDP is exported - 42% of it through Dublin Port.
- Dublin Port is the second biggest industrial estate in Ireland with 4,000 people employed in the Port area.
- The largest cruise liner to dock in Dublin Port was the Grand Princess which visited the port in August 2004. This liner is 290 metres in length, has a gross tonnage of 108,000 tonnes and carried 4,000 visitors
- Five ferry companies operate up to 16 sailings daily to the UK from Dublin Port.
- Over 100,000 trade cars are imported through Dublin Port each year.
- Captain Bligh of the infamous Mutiny on the Bounty completed a thorough and accurate chart of Dublin Bay in September 1800. This was the most superior chart of the bay to that date.
- 75% of all imports and exports through Dublin Port are transported in containers.
- Bull Island, with its 5.63km of beach, two golf courses and world famous bird sanctuary was created by the building of the Port's two walls - the Great South Wall and the North Bull Wall.
- Between 40% and 50% of goods coming through Dublin Port is destined for areas falling within the M50 ring. The proportion increases to approximately 75% when the line is extended to an 80km (50 mile) radius of the city.
- Carlisle Bridge (now O'Connell Street Bridge) was built in 1794. It was recognised as being too narrow and in 1880 was rebuilt by the Dublin Port & Docks Board, without a rise and about three times as wide as before. At this time the name of the bridge was changed to commemorate Daniel O'Connell, the Liberator.



# Port Newsbytes

## Staff Fund Raising



Dublin Port Co and its staff have raised money for various charities in the past and 2004 was no exception.

There were two major fund raising events in 2004, the People in Need Day on May 21st and the Great Liffey Sail on September 17th.

On the People in Need Day the staff from Dublin Port Co. joined with staff from Dublin Docklands Development Authority to race Dragon boats on the river Liffey in competition with other companies from the area. They were joined by secondary school students from the port area, with the students from Ringsend Technical Institute coming home as winners. However the real winners were People in Need as €7,500 was raised for some very worthy charities.

Following on from this the management and staff decided to stay with the water theme when organising their next fundraiser. On 17th September the Great Liffey Sail took place to raise funds for St. Francis Hospice. This involved management and staff racing two sloops with six crews, racing over five heats. There was strong competition with each crew vying for position. In the end the "Landlubber" crew came home victorious. Dublin Port Co. staff raised over €5,000 in sponsorship, which was matched by a similar

contribution from the company.

The presentation was made to Kay Beary of St. Francis Hospice by Stuart Atkinson on behalf of the staff and Joe Burke, Chairman, on behalf of the Company. Speaking at the presentation Joe Burke congratulated the Hospice on their wonderful work, often behind the scenes and sometimes unseen and unsung but always appreciated by patients and their families. He said that he was confident that the Great Liffey Sail would raise the profile of the Hospice as well as providing practical support.



## Dublin Port Company Community Liaison Committee

The Dublin Port Company Community Liaison Committee is now entering its 5th year. In the five years the committee has worked tirelessly on behalf of their communities. The committee is seen as a partnership between Dublin Port Company and its close neighbours, to deal with relevant issues that arise.

In 2001 a major proposal brought forward by the C L C, was the setting up of a scholarship program. This program was initiated in order to provide opportunities for individuals living in the port area to fulfil their potential through education. An independent panel assesses all applications. The scholarship program has been a great success. Since its inception 103 individuals have availed of funding through this program. Evelyn Taylor a local woman comments

"You have helped me a great deal and have given me the opportunity of now working as a psychotherapist in Dublin. I will always remember and appreciate this" This year the Chambers of Commerce of Ireland at a Gala Dinner commended Dublin Port Company for "the commitment shown to the local community within which Dublin Port Company operates".

Dublin Port Company looks forward to working with the local community over the coming year in devising new initiatives that benefit the community and the people who live there.



## Ringsend & District Response to Drugs

The RD & RD project in 2004 really lived up to the open door policy. As well as graduating eight participants drug free the project opened the doors to allow members of the local community to access training. Twelve local people from the community received certificates for completing the drug awareness programme.

The drug awareness programme runs over six weeks and consists of a number of carefully chosen topics, which equips the participant with the knowledge, and understanding of the drugs issue. In particular quite a number of young parents availed of the course, which is funded by Dublin Port Company. The course always has a waiting list, which highlights the need for RDRD to continue providing such programmes. The programme content includes information on the drug culture within the local community, the wheels of change, guest speakers with experience, legal experience, parents standing in the way, what help is available, further training opportunities and many more.

### Graduation

Many drug misusers will state that it is hard to come off drugs but harder still to stay off them. That is why it is necessary to create an environment, which supports the participants to maintain their drug free status. Eight young people graduated drug free with the project in 2004 and to mark that very important time in their lives Dublin Port Co. once again funded the celebration. Over two hundred people attended the graduation from the local community and joined in on the celebration. The graduation event is the highlight of the year for many in the local area. It doesn't just highlight achievement but it also symbolises hope for many families struggling with the devastation of drugs, showing that there can be a possible end to the nightmare.

### Weekends

Dublin Port Co. has also been instrumental in ensuring support for the weekends away for both the family and addict support groups. The weekends have become extremely important for the groups. Quite a number of interventions take place

while away due to the safe environment and time and space the weekends allow the staff. In many cases this is the only break away that some participants will get throughout the year. From this support and crisis intervention in 1995 the group had their very first graduation. A young man from the local community graduated ten years ago and remains drug free today.

### Graduation 2005

In the year 1995 a group known as the Ringsend Action Against Drugs (RAAD) an initiative set up by community development project (Ringsend Action Project) was the first group in the area to provide a service in the form of a family support group and an addict support outreach service. Today many of the people involved in the original RAAD remain committed in tackling the drugs problem and are members of the RDRD. In 2005 the Project and Dublin Port Company aim to mark the 10th anniversary in graduating participant's drug free, with a gala dinner to celebrate the community and the participants achievements over the past ten years.

## Sports Sponsorships



Dublin Port Co has been the main sponsor of Clontarf Rugby Football Club for several years. Clontarf is still the only club from the Northside of Dublin to play in the All Ireland League Division 1. We are delighted to see how well they have been doing over the past three years in particular, including the runner up spot in 2003. A great start to the 2004/5 campaign holds great promise for the present season.

In 2004 Dublin Port Co. became the main sponsor for Clanna Gael Fontenoy Hurling and Football Club. The club, based in Ringsend, is in many ways the focal point for the local community and has a particularly strong emphasis on under age hurling and football. We look forward to a new era in a club with a very proud tradition.

## The Chambers of Commerce of Ireland President's Awards 2004

Dublin Port Company was commended by the CCI for the commitment shown to the local community within which Dublin Port Company operates. The National awards ceremony took place on the 11th November 2004 at a black tie gala dinner in the Clontarf Castle. Attending this spectacular event were Chairman Joe Burke, CEO Enda Connellan and members of the Community Liaison Committee (C.L.C). Chairman Joe Burke accepted the citation from the President of CCI,

Mr Mark Staunton in recognition of the invaluable work Dublin Port Company is doing in its Community Scholarship Programme. Dublin Port Company, in conjunction with the Dublin Port Company Community Liaison Committee initiated a scholarship scheme in order to provide educational opportunities for individuals living in the port area. The objective is to help people fulfil their potential through education. The programme was set up in 2001, and



Pictured L to R: Mark Staunton, Joe Burke, Chairman and Marty Whelan

has to date funded 103 applicants in education. This national award is recognition of Dublin Port Company commitment to the local community.



# CUSTOMS DRUGS WATCH



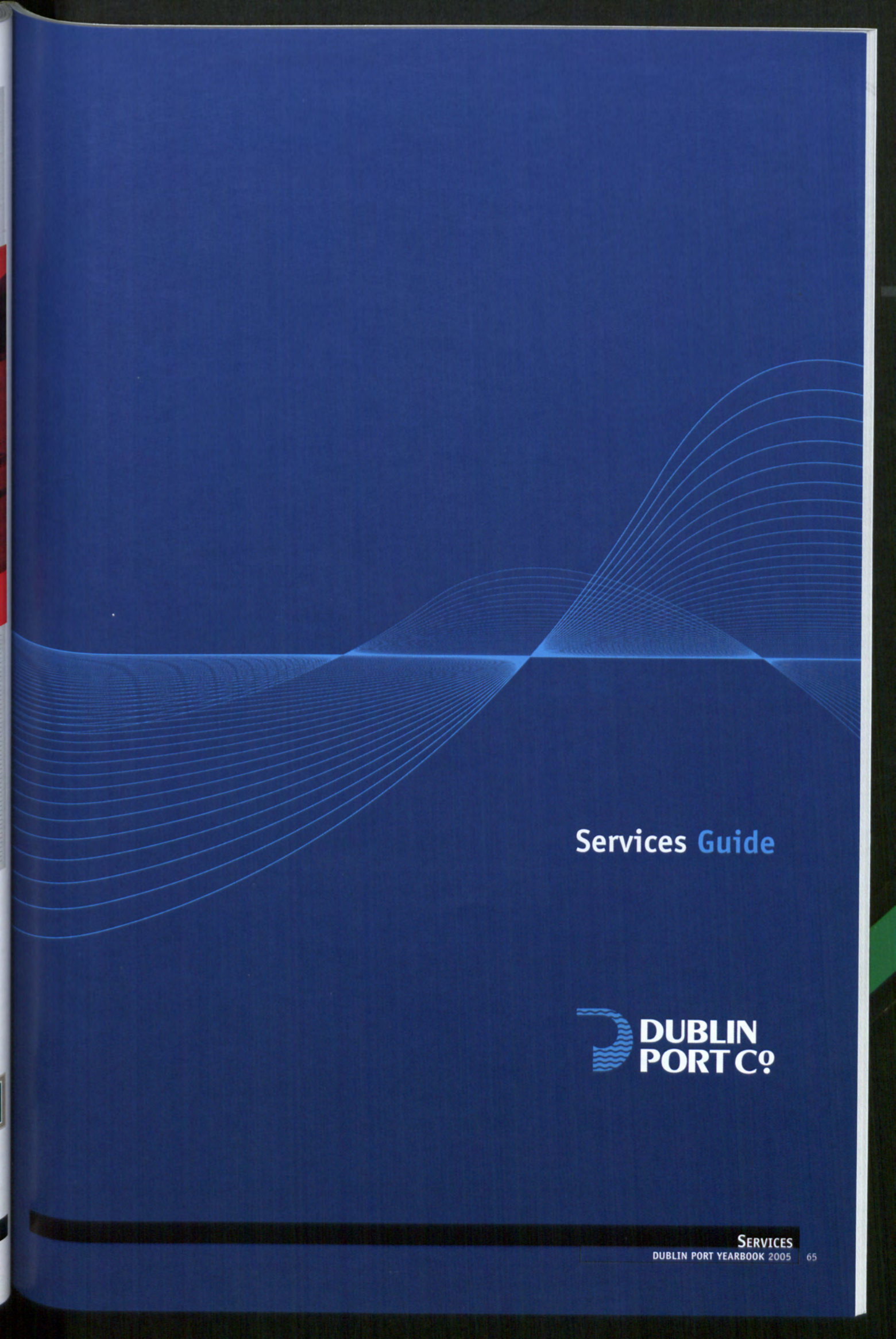
HAVE YOU SEEN OR HEARD  
ANYTHING SUSPICIOUS?  
WE NEED YOUR HELP!

# 1800 295 295

CONFIDENTIAL FREEPHONE





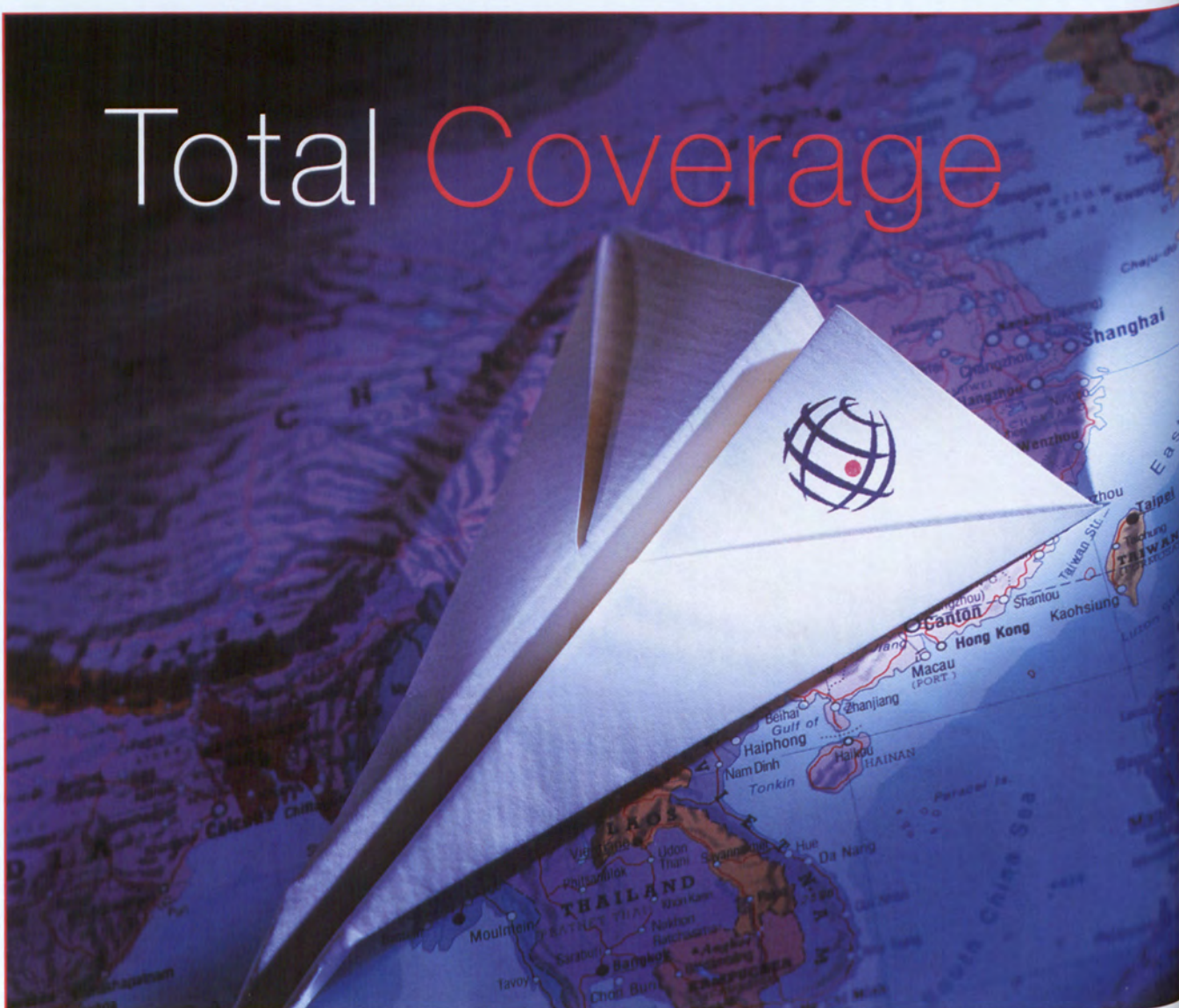


## Services Guide





# Total Coverage



Trust Uniserve to transport your goods, and you've gained more than a supplier. We'd like to be your partner. An expert consolidator offering a tailored multi-modal service, we make every effort to ensure that our experienced team and advanced technology work in harmony to meet your unique needs. From simple domestic haulage and secure warehousing to a complete door-to-door international service, we're ready to act on your behalf worldwide. Just say the word.

You'll find we have unrivalled local experience in all the main trading countries where Irish importers and exporters do business. Such as the Far East, where we have a comprehensive network of regional partners with specialist services and facilities for sea and air freight... from India across to China and Japan.

On top of this total coverage, we offer you keenly competitive prices, dedicated personal service and flexible shipping schedules. Try us and see for yourself. We're confident that no one works harder to deliver than Uniserve.

**To find out more, just call 00353 1 4564760**

**[www.uniservegroup.co.uk](http://www.uniservegroup.co.uk)**



**UNISERVE**  
GROUP

*Delivering the world to your door*



“Working in partnership with Dublin Port Company to enhance the range, quality and value of port services and facilities.”



A client focused business organised around the strengths of our people

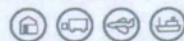
**JE** **JACOBS BAPTIE**  
technical and management consultants  
[www.jacobsbaptie.com](http://www.jacobsbaptie.com)

**pettit**  
[www.pettit.ie](http://www.pettit.ie)

  
INVESTOR IN PEOPLE



**JENKINSON**



## A Tradition in Excellence

Liner Agents serving: Middle East, Far East, West Africa,  
U.S.A., Portugal, Italy, Egypt, Malta,  
Cyprus, Turkey & Israel

Dublin  
Cork  
Belfast  
Shannon  
Sligo  
Wexford  
London  
Birmingham  
Milan  
Genoa  
Rotterdam

Ship Brokers & Agents

Breakbulk Cargo Specialists

Ship Charter

Project Management

Warehousing & Distribution



36 Airways Industrial Estate, Cloghran, Dublin 17.  
Telephone: 353 (1) 241 1000 Fax: 353 (1) 241 1098 e-mail: info@jenkinsonfreight.ie



# HYSTER

Providing Materials Handling Solutions

LO CALL 1890 497 837

[www.hystertrucks.ie](http://www.hystertrucks.ie)

- ✓ Sales
- ✓ Service
- ✓ Parts
- ✓ Rental
- ✓ Operator Training
- ✓ Warehouse Design



## IRISH LIFT TRUCKS

Baldonnell Business Park, Baldonnell, Co. Dublin Tel: 01-4034100

Old Mallow Road, Cork Tel: 021 - 4301 202

From 1,000kg - 52,000kg Capacity. Diesel, LPG & Electric



**CONNECTING IRELAND, DOOR TO DOOR,  
WITH ANYWHERE IN THE WORLD**



**THROUGH DUBLIN, BELFAST OR CORK.**

MSC provides the best connection with the world through these Irish ports on a comprehensive and direct global network. Shipment enquiries and bookings are expertly handled by dedicated MSC offices also located in Dublin, Belfast and Cork.



**THE WORLD'S SECOND LARGEST  
CARRIER IN GLOBAL CONTAINER SHIPPING**

**[www.mscev.ch](http://www.mscev.ch)   [info@mscireland.ie](mailto:info@mscireland.ie)**

**MSC IRELAND**

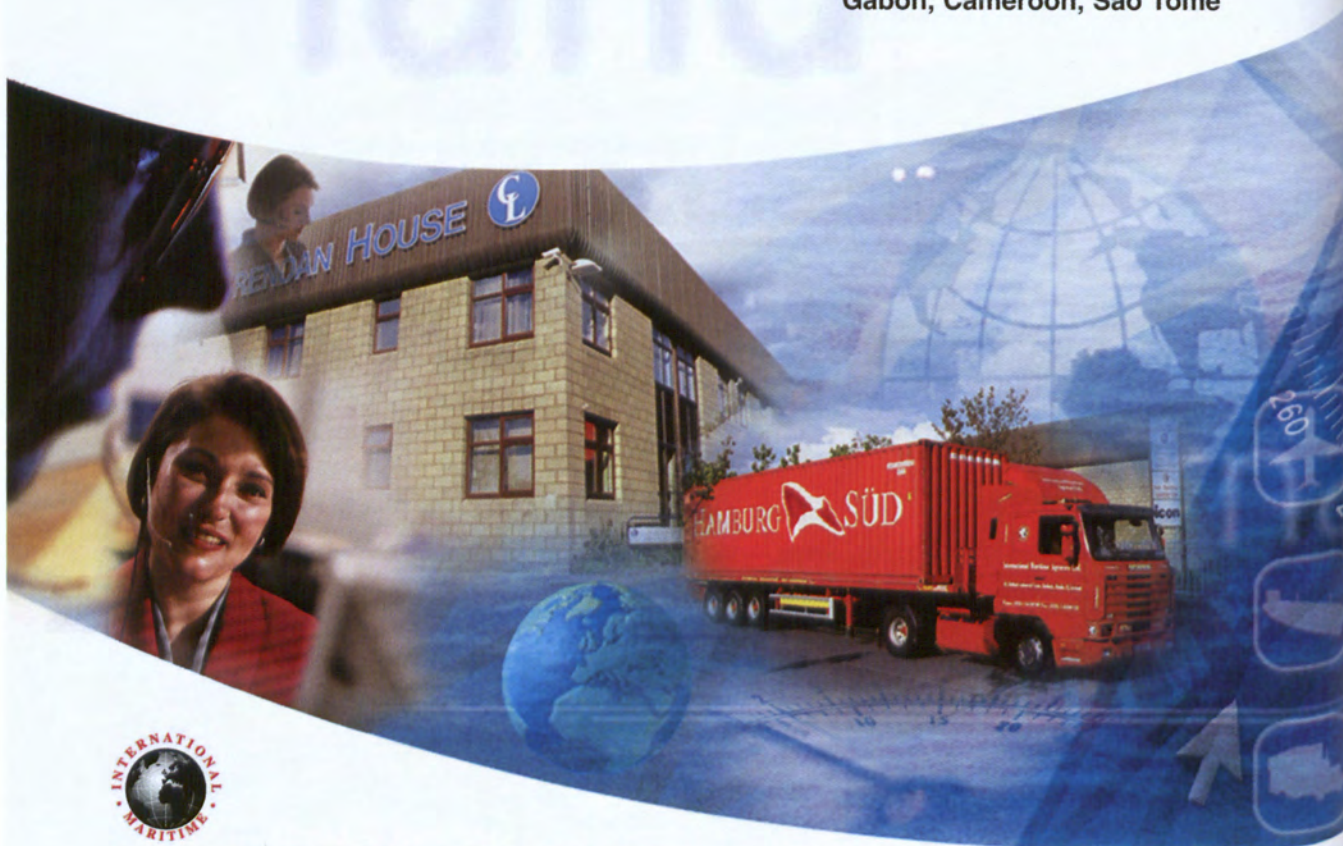
**DUBLIN** Apex Business Centre, Blackthorn Road, Sandyford, Dublin 18.  
**BELFAST** Ocean House, Edgewater Road, Belfast BT3 9JQ.  
**CORK** North Point House, North Point Business Park, New Mallow Road, Cork.



# International Maritime Agencies Ltd.

## Representing

Hamburg Sued	Serving	South & Central America, Caribbean, Mexico, Cuba, Mediterranean, Australia & New Zealand
Hamburg Sued	Serving	Direct service to Israel, Cyprus, Tunis & Italy
Alianca Navegacao	Serving	East Coast South America
Kursiu Linija	Serving	Baltic States incl. Lithuania, Latvia, Estonia, Russia, Poland, Belarus, Ukraine.
Atlanticargo/Star Shipping	Serving	U.S. East, Gulf and West Coasts
NDS – Nile Dutch Africa Line	Serving	West Africa: Sierra Leone, Ivory Coast, Liberia, Angola, Congo, Gabon, Cameroon, Sao Tome

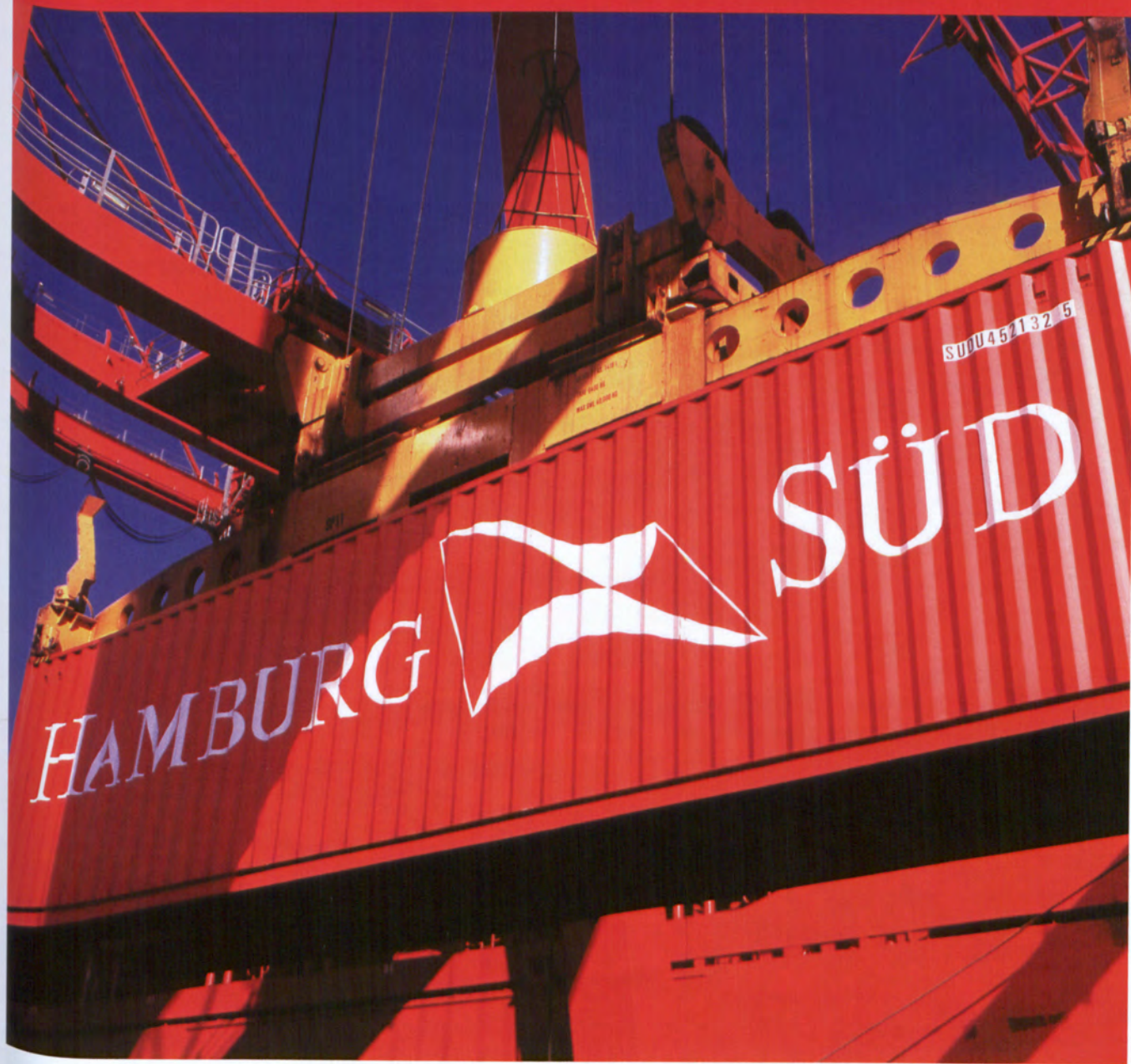


### International Maritime Agencies Ltd.

Brendan House, 151 Baldoyle Industrial Estate, Baldoyle, Dublin 13.  
Tel: + 353 1 832 0709, Fax: + 353 1 832 0723, Email: d.whelan@intl-maritime.com



Lift the standard.



Hamburg Süd's ships and containers are the symbol for superlative quality in ocean transport – this applies to the efficiency, reliability and safety of all our services. For more details, visit us at [www.hamburgsud.com](http://www.hamburgsud.com). For local bookings please contact: International Maritime Agencies, 151 Baldoyle Industrial Estate, Baldoyle, Dublin 13. Phone 35 31 83 207 09, Fax 35 31 83 207 23.

**No matter what.**

HAMBURG  SÜD



**- we take care**

- Offers Specialised Services To/From Finland and Russia.
- Twice Weekly Sailings ex Rotterdam to Helsinki with a daily connection to St. Petersburg.
- 45' and 40' Palletwide Container Fleet which will provide you with the cargo capacity of trailers combined with the cost efficiency of short sea container transport.
- Shipping from all Irish Ports.
- Competitive Quotes.
- Fast Transit Times.



Containerships (Dublin) Ltd  
38 Molesworth St., DUBLIN 2  
Tel: +353-(0) 1-661 6233  
Fax: +353-(0) 1-661 2852

Containerships Ltd Oy  
HELSINKI  
+358 (0) 207 441 441  
+358 (0) 9-407 107

**Celebrating 20 Years in Ireland.**

**Fast and reliable connection from Ireland via Rotterdam to Helsinki and onwards to Russia.**



ZAO Containerships St. Petersburg  
ST. PETERSBURG  
+7-812-324 4636  
+7-812-324 4635

**Door to Door**

## Experience the progress.



**Liebherr Container Cranes Ltd.**  
Fossa, Killarney/Ireland  
Tel.: +353 64 70200  
Fax: +353 64 31602  
sales@lcc.liebherr.com  
www.liebherr.com

**LIEBHERR**  
The Group





## We don't carry the moon... yet

...but every year, we carry

**45 million tons** of cargo

in **3.7 million\*** containers

on **172** ships serving **212** ports around the world

thanks to our **6,600** staff members.

This makes us

the **leading** shipping carrier in France

and the **5th** largest worldwide

with annual revenues of **€ 4 billion\***.

### Agents in Ireland :

Derek Horner Agencies Ltd  
Promenade Road  
Dublin Port  
Dublin 3.

Dublin : Tel: 01-8550007 Fax: 01-8550177

Cork : Tel: 021-4506398 Fax: 021-4506438

Belfast : Tel: 048-90339993 Fax: 048-90339947

[www.cma-cgm.com](http://www.cma-cgm.com)





# **John Bissett Engineering Ltd.**

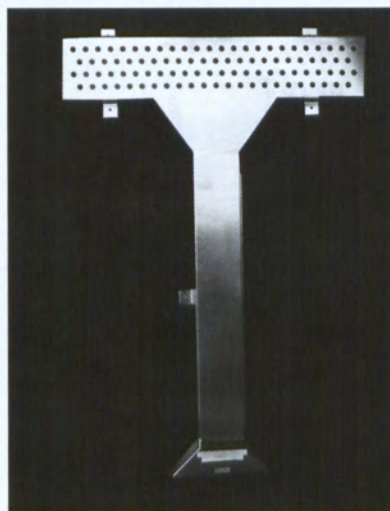
## **Fabrication**

- STRUCTURAL STEEL
- ARCHITECTURAL STAINLESS STEEL
- HANDRAILS • PANELS & ENCLOSURES
- LADDERS, STAIRS & PLATFORMS
- SECURITY DOORS • GATES & RAILINGS



## **Machining and Precision**

- COMPONENTS IN ALL MATERIALS
- SHAFTS & SLEEVES
- GEARS
- TURNING
- BEARINGS & PIN ASSEMBLIES
- OVERHAUL & REPAIR OF PLANT



## **Interclamp**

**The simple solution for building  
lightweight tubular structures.**

BissClamps are a range of malleable iron and steel fittings designed to make erecting handrail and building lightweight tubular structures fast and easy. Using only simple hand tools even complex configurations can be quickly produced.

**BissClamps have a multitude of uses including:**

- Handrailing
- Guardrailing
- Garment racks
- Barriers
- Exhibition stands
- Frames



South Bank Road,  
Ringsend, Dublin 4.  
Ph: 01 6683168,  
Fax: 01 668 3860,  
Intl. Code: 353 1  
E-mail: [bissett@indigo.ie](mailto:bissett@indigo.ie)  
Web site: [bissett-engineering.com](http://bissett-engineering.com)



# Isuzu Ireland

A MEMBER OF THE HARRIS GROUP



TOP  
MARQUE  
FOR  
ISUZU  
IRELAND

The Harris Group, distributors for Isuzu, Iveco and Hino, is pleased to announce the introduction of the D-MAX COBRA.

#### PRIDE OF OWNERSHIP

It swells your heart each time you see it there, waiting to pick you up. You're not too proud to notice, though, that your D-MAX draws attention wherever it goes. Must be the slick styling that just looks right in any setting. You can't possibly expect others to know that this tough yet stylish pickup is the crowning achievement of almost nine decades of engineering evolution. That it's packed with innovations that have all been proven the hard way: during endless testing in every conceivable driving condition from desert sands to frozen tundra.

All everyone needs to know is that the new Isuzu D-MAX pickup is capable of expanding upon the Isuzu tradition for tough durability, balanced design, and keen attention to detail. All that becomes apparent with your first close encounter. It did it for you then in a big way, and has continued to light your face ever since.

Work it hard or cruise it easy - Isuzu D-MAX makes things happen.

Isuzu Ireland, Naas Road, Dublin 12  
Tel: (01) 41944500 Fax: (01) 460 2989

**ISUZU IRELAND**  
A MEMBER OF THE HARRIS GROUP





www.imdo.ie

assist promote develop

[www.imdo.ie](http://www.imdo.ie)

The most direct route  
for shortsea shipping  
information in Ireland



Irish Maritime Development Office

80 Harcourt Street Dublin 2 Ireland  
telephone 353 1 476 6500 facsimile 353 1 478 4988  
e-mail imdo@marine.ie



If you're all at sea,  
contact the experts.

Dillon Eustace, one of Dublin's leading international law firms, are specialists in Maritime Law – in particular Admiralty and Marine Litigation. This expertise is complimented by a large personal injuries defence team acting mainly for clubs and ship-owners.

For more information contact  
Paul Gill or Niamh Loughran at:  
Dillon Eustace, Grand Canal House,  
1 Upper Grand Canal Street,  
Dublin 4, Ireland.  
tel: +353 1 667 0022  
fax: +353 1 667 0042  
email: paul.gill@dilloneustace.ie  
niamh.loughran@dilloneustace.ie  
www.dilloneustace.ie

**DILLON EUSTACE**  
SOLICITORS

**NE**  
**NORTH EAST**  
DIVING SERVICES LTD  
DUBLIN • CORK

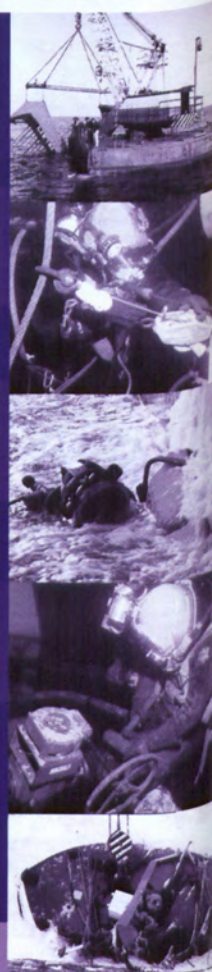
*In Water Hull Surveys*  
*(Accredited with Germanischer Lloyd)*  
*Propeller and Hull Repairs*  
*Marine Civil Engineering*

**DUBLIN:**  
Telephone: + 353 (0)1 278 0795.  
Fax: +353 (0) 1 275 6874  
Mobile: + 353 (0)86 838 2791 (24 hrs).

**CORK**  
Telephone: +353 (0)21 4909100.  
Mobile +353 (0)86 838 2791 (24 hrs).

EMAIL: info@nediving.com

[www.nediving.com](http://www.nediving.com)





## **To Report:**

Faulty Traffic Signals • Illegal Parking  
Poorly Managed Roadworks • Accidents

## **For Information On:**

Traffic Conditions • Parking Availability  
Road Diversions • Road Closures




**CALL 1800 87 23 45**

**TRAFIK**

Dublin Region Traffic Management Centre





A&L Goodbody 

At A&L Goodbody, many things set us apart. Insight, expertise and a contemporary approach are just a few of them. In business for over one hundred years, we can offer you a unique breadth and depth of experience across every aspect of business law, developing strong partnerships that lead to effective solutions and continued growth for your business. For further information, please contact:

Catherine Duffy  
Head of Shipping Law  
A&L Goodbody  
International Financial Services Centre  
North Wall Quay  
Dublin 1

Tel: +353 1 649 2244  
Fax: +353 1 649 2649  
Email: [cduffy@algoodbody.ie](mailto:cduffy@algoodbody.ie)  
Website: [www.algoodbody.ie](http://www.algoodbody.ie)

Dublin

London

Boston

New York



## Codex Office Products

*Suppliers of:*

- Stationery •
- Printing •
- Computer Supplies •
- Office Furniture - Design & Supply •

Codex Office Products Group  
89 Lagan Road, Dublin Industrial Estate,  
Glasnevin, Dublin 11.

Sales Tel: 01-88 22 022, Sales Free Fax: 1 800 30 73 00.

E-mail: [sales@codexltd.com](mailto:sales@codexltd.com)

[www.codexltd.com](http://www.codexltd.com)



# FAL-CLAR CONSTRUCTION LTD.

**CIVIL ENGINEERING CONTRACTORS**

Unit 3, Newgrange Business Park, Donore Road, Drogheda.

## Bringing Dublin Port into Europe

Main Contractor to  
Dublin Port's Development Projects



Drogheda: 041-9835028

Mobile: 087-2905436

Fax: 041-9835028





## BLACKHORSE TRANSPORT SERVICES LIMITED

PROMENADE ROAD, DUBLIN PORT, DUBLIN 3  
TELEPHONE: (01) 855 1300 Fax: (01) 855 1310

*Specialists in  
Handling Groupage  
Imports/Exports*

*Customs Bonded  
Warehouse*

*Full Loads*



### CENTRE FOR ADVANCED MARITIME STUDIES

a unit of Naval Architecture  
and Marine Engineering (NAME) at the  
Universities of Glasgow and Strathclyde

Specialised Short courses in:

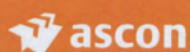
- Port and Jetty Safety & Shipboard Safety
- Port Facility Security and Ship and Company Security
- Commercial Aspects and Codes of Practice in Shipping
  - Emergency Response to Hazardous & Noxious Substances
  - Confined Space Atmosphere Evaluation and Competent Analyst
  - MCA Approved STCW95 Tanker Safety and Methanol Tanker Safety
    - IMDG Cargo Transport by Sea

Henry Dyer Building, 100 Montrose Street,  
Glasgow G4 0LZ, Scotland

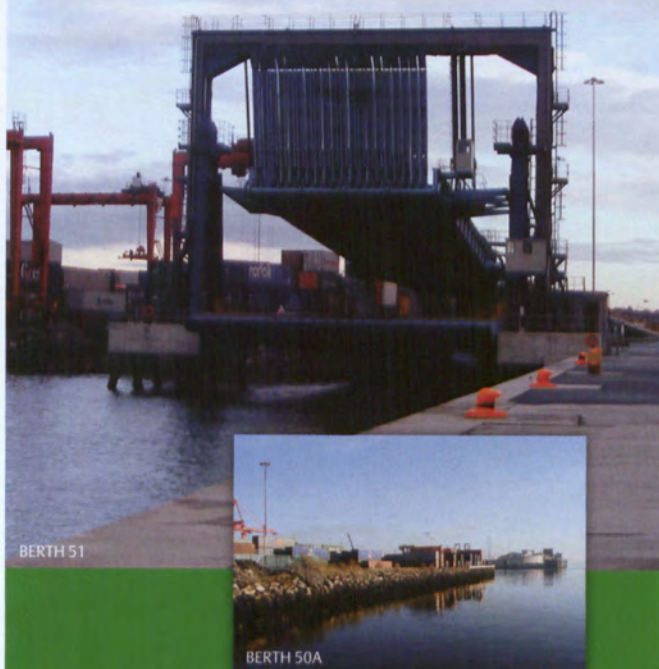
Tel: +44 (0)141 548 3740/5847,

Fax: +44 (0)141 548 5850,

www.camsedin.org.uk Email: admin@camsedin.org.uk



building a better Ireland



BERTH 51

BERTH 50A

#### HEAD OFFICE

Kill, County Kildare  
t +353 (0)45 886 400  
f +353 (0)45 877 264  
e ascon@ascon.ie



SAFETY



ISO 9001:2000  
OGAI-18



#### SOUTHERN REGIONAL OFFICE

Euro Business Park  
Little Island, County Cork  
t +353 (0)21 451 7300  
f +353 (0)21 451 7333  
e cork@ascon.ie

#### WESTERN REGIONAL OFFICE

Unit 5,  
Liosban Business Park,  
Tuam Road, Galway  
t +353 (0)91 778 583  
f +353 (0)91 778 587  
e galway@ascon.ie

www.asconrohcon.com



Market leader in short sea  
container shipping between  
Ireland and the continent



Ireland →  
Netherlands  
Belgium France  
Germany  
Eastern Europe  
Italy Britain  
Denmark Spain

[www.eucon.nl](http://www.eucon.nl)

"Shipping line of the year"

TRANSPORT & LOGISTIC AWARDS 2003



DUBLIN TEL 01 607 5555 FAX 01 855 2280 BELFAST TEL 048 905 33200 FAX 048 905 33222 CORK TEL 021 4504000 FAX 021 4504217  
ROTTERDAM TEL 010 428 3700 FAX 010 429 0607 ANTWERP TEL 03 221 2110 FAX 03 231 1030 LIVERPOOL TEL 0151 944 2126 FAX 0151 933 5343

THE LARGEST  
RANGE OF  
TRAILERS  
FOR HIRE IN  
IRELAND



The choice of  
winners

DUBLIN 01 855 4144

BELFAST 04890 740202

[www.hireco.ie](http://www.hireco.ie)

MANCHESTER: 0044 1 6147 64000

BILLINGHAM: 0044 1 6425 61143

MEMBURY: 0044 1 7855 25 8861



# HIGH GRADE IMPORTS (IRELAND) LTD

[www.cars.eu.com](http://www.cars.eu.com)

Ireland's largest importer of quality used vehicles from Japan

*Over 15 year's experience*



*Wishing Dublin Port Company continued success*

Alexandra Road, Dublin 1.

Tel: +353 1 8364259/8364241/8364205

Fax: +353 1 8364211

Email: [info@highgradeimports.ie](mailto:info@highgradeimports.ie)

Web: [www.cars.eu.com](http://www.cars.eu.com)



# CONWAY SHIPPING LTD.

Ship and Forwarding Agents



Representing

LAURITZEN KOSAN TANKERS AND SIGAS KOSAN TANKERS, BOTH OF COPENHAGEN

Weekly calls of LPG vessels to Dublin

General Freight Forwarding World Wide By Road, Air And Sea.

Experts in Effecting Customs Clearance Of All Goods Quota or  
Otherwise Including The Reimportation of Outsourced Goods From  
Non EU Countries

## Conway Shipping Limited

Conway House, East Wall Road, Dublin 3. Tel: 8556221 Fax: 8556330

E-mails: [conwayshipping@eircom.net](mailto:conwayshipping@eircom.net) / [hgowandublin@eircom.net](mailto:hgowandublin@eircom.net)

# ***MOYGLARE HOLDINGS LTD***

**3 Branch Road South  
Alexandra Road  
Dublin 1  
Tel: 8550451 Fax: 8550475**

## **Bulk Handling and Storage Facilities**

*Moyglare Holdings Ltd wish  
Dublin Port and Docks Bord every success for 2005*





## Geest Ireland Ltd

### GEEST IRELAND LIMITED

PORT CENTRE,  
ALEXANDRA RD. DUBLIN 1.

#### Sales:

T: (+353) 1 836 6233  
F: (+353) 1 836 6061  
E: [info@qualityfreight.ie](mailto:info@qualityfreight.ie)

#### Operations:

T: (+353) 41 980 2060  
F: (+353) 41 980 1705  
E: [info@qualityfreight.ie](mailto:info@qualityfreight.ie)

A joint venture between Geest North Sea Line BV and Quality Freight Ltd. Geest Ireland Ltd. offer a direct Door to Door container service utilising our fleet of 40ft, 45ft, 45ft High Cube containers, curtain-siders and reefers, all pallet- wide.

With a minimum of three direct sailings per week ex Drogheda & Dublin to Rotterdam, and the same day delivery to The Netherlands and Belgium, Geest Ireland can offer an equivalent to 'driver accompanied' / RoRo service.

Connecting to our extensive Intermodal (Rail, Barge) network to Italy, Germany, Czech Republic, Iberia and beyond, with alternative road services, Geest Ireland truly is your 'European Container Partner'.

### QUALITY FREIGHT LTD.

PORT CENTRE,  
ALEXANDRA RD. DUBLIN 1.



T: (+353) 1 836 6233  
F: (+353) 1 836 6061  
W: [www.qualityfreight.com](http://www.qualityfreight.com)  
E: [info@qualityfreight.ie](mailto:info@qualityfreight.ie)

#### Quality Freight Multi Task Freight Specialist:

One of Ireland's leading Total Logistics Providers, Quality Freight Ltd. was established in 1990 with offices in Dublin, Cork, Belfast, Knock and Ellesmere Port in the UK.

#### Our Portfolio includes:

- ◆ Worldwide Freight Forwarding
- ◆ Ship Chartering, Agency and Stevedoring
- ◆ Specialists in oversized cargo / abnormal loads
- ◆ Short Sea Container Operators, Geest Ireland Ltd.
- ◆ International Express Air Freight and Courier Services, IST Air Ltd.
- ◆ Port Operations / Stevedores and Agency, Edward Nicholson Ltd.
- ◆ Dry Bulk Intermodal Specialists, UBC Ireland
- ◆ Chartering Agency and Freight Forwarders, QF UK Ltd.

*For more information see our Website  
or call (+353) 1 836 6233*



## HAMILTON SHIPPING

# Irish Shipping Agent of the Year 2004

#### BELFAST

14 Clarendon Road,  
Belfast BT1 3BG  
Tel: +44 (0) 28 9053 3200  
Fax: +44 (0) 28 9053 3333  
Fax: +44 (0) 28 9053 3222  
Email: [agency@hamiltonshipping.com](mailto:agency@hamiltonshipping.com)  
or [containers@hamiltonshipping.com](mailto:containers@hamiltonshipping.com)

#### CORK

29, The Waterfront  
Lynch's Quay,  
Cobh, Co Cork  
Tel: +353 (0) 21 481 6233  
Fax: +353 (0) 21 481 6460  
Email: [agencycork@hamiltonshipping.ie](mailto:agencycork@hamiltonshipping.ie)

#### DUBLIN

Port Centre, Alexandra Road,  
Dublin Port, Dublin 1  
Tel: +353 (0) 1 855 9011  
Fax: +353 (0) 1 855 9022  
Email: [agency@hamiltonshipping.ie](mailto:agency@hamiltonshipping.ie)  
or [jdowling@hamiltonshipping.ie](mailto:jdowling@hamiltonshipping.ie)

#### SHANNON

The Shipping Office,  
Limerick  
Tel: +353 (0) 61 318165  
Fax: +353 (0) 61 318164  
Email: [agency@hamiltonshipping.com](mailto:agency@hamiltonshipping.com)





Roadstone Dublin Ltd., Fortunestown, Dublin 24.  
Telephone: (01) 404 1200. Facsimile: (01) 404 1362.

First came the name, then the reputation, closely followed by the position of leaders in the manufacture and distribution of an extensive range of building products and services to the Irish construction industry.

### **THE NAME WE'VE BUILT OUR REPUTATION ON.**

It's a reputation that becomes stronger and stronger as we continue to provide high quality products, services and value to our customers.

A reputation that grows with a continuing programme of innovative solutions to new challenges in the building business.



*'Our Paving Display Centre at  
Huntstown is now open'*

# **Civil Engineering Building Industrial Contractors**

John Mowlem Construction Limited  
Hartwell Upper, Kill, Co. Kildare  
Telephone: 045 877322  
Fax: 045 877304







## Liquid Waste Management

Tel: (01) 8625030



- Waste Oil Collection
- Oil Interceptor Cleaning
- Tank Cleaning
- Drain Cleaning & CCTV Surveys
- Hazardous Waste Management
- Heavy Sludge Removal

[www.horizonenvironmental.ie](http://www.horizonenvironmental.ie)



## SOLAS MARINE

### SOLAS MARINE SERVICES LTD

LIFERAFT SALES, HIRE & SERVICE

LIFEJACKET SALES, SERVICE AND REPAIRS

INFLATABLE BOATS REPAIRED

PAINS WESSEX FLARES IN STOCK

*PROUD TO HAVE BEEN CHOSEN BY DUBLIN PORT COMPANY  
TO SERVICE AND SUPPLY THEIR SAFETY EQUIPMENT.*

Department of the Marine Approved Service Station

UNIT R, CROSBIE'S YARD, TOLKA QUAY ROAD, DUBLIN PORT, DUBLIN 1

**TEL:** ++3531 8561320 **FAX:** ++3531 8561321 **AFTER HOURS:** 087 2480278

**EMAIL:** [info@solasmarine.net](mailto:info@solasmarine.net) **Web:** [www.solasmarine.net](http://www.solasmarine.net)



# "DUBLIN STEVEDORES LTD"

## ADMINISTRATION

32/34 LOWER GRAND CANAL STREET,  
DUBLIN 2,  
IRELAND

TELEPHONE: 00 353 1 6762259

TELEFAX: 00 353 1 6762633

EMAIL: [dps@eircom.net](mailto:dps@eircom.net)

## OCEAN TERMINAL

OPERATIONS & CARGO CONTROL

TRANSIT SHEDS 13/14

OCEAN PIER

OFF ALEXANDRA ROAD,

DUBLIN 1.

IRELAND

TELEPHONE 00353 1 8555236.

TELEFAX: 00353 1 8556435

E-MAIL: [dpsocceanpier@eircom.net](mailto:dpsocceanpier@eircom.net)

# KEEP IRELAND IN GOOD SHAPE



**IRISH  
DREDGING**

*leading the way in Ireland*

Use our experts in: Capital & Maintenance Dredging, Land Reclamation, Coastal & River Defences, Dredge Mining, Sand Winning & Supply, Pipeline & Outfall Trenches, Marine Drilling & Blasting, Pollution Control, Surveys & Site Investigation and Project Management & Training. We're not just dredging.

Irish Dredging Co Ltd, Pembroke House, Pembroke Street, Cork. Tel: (021) 4277 399. Fax: (021) 4277 586  
Email: [info@dominicjdaly.com](mailto:info@dominicjdaly.com) web: [www.irishdredging.com](http://www.irishdredging.com)



# Euro Sales Limited

## WHOLESALE ELECTRICAL SUPPLIERS OF LAMPS AND LIGHTING



[www.eurosales.ie](http://www.eurosales.ie)

9 Fitzwilliam Street,  
Ringsend,  
Dublin 4.

Tel: (01) 668 0477  
Fax: (01) 668 0854  
Email: [eurosalesltd@eircom.net](mailto:eurosalesltd@eircom.net)

100 Slaney Road,  
Dublin Industrial Estate,  
Dublin 11.

Tel: (01) 830 0937  
Fax: (01) 830 0966  
Email: [eurosales3@eircom.net](mailto:eurosales3@eircom.net)

Unit 1G, Block 2,  
Three Rock Road,  
Sandyford Industrial Estate,  
Dublin 18.

Tel: (01) 295 9611  
Fax: (01) 295 9613  
Email: [eurosales2@eircom.net](mailto:eurosales2@eircom.net)

## DUBLIN GRAVING DOCKS LTD

- Dry Dock
- Ship Repairs
- Marine Engineering
- Steel Fabrication
- Electrical Engineering
- Mechanical Engineering

Dublin Graving Docks Ltd,  
Alexandra Road  
Dublin 1.  
Tel: 01 8879506  
Fax: 01 8879507  
mail: [dublindocks@eircom.net](mailto:dublindocks@eircom.net)

## GGBS Cement Made in Ireland

Made in Ireland, GGBS Cement provides better, more durable concrete at lower cost.

GGBS is a technically superior, environmentally friendly cement from Ecocem.

[WWW.ECOCEM.IE](http://WWW.ECOCEM.IE)

FOR A NEW CHOICE IN  
SPECIFYING YOUR CEMENT  
REQUIREMENTS.

Ecocem Ireland Ltd.,  
56 Tritonville Road, Sandymount,  
Dublin 4, Ireland.  
t: +353 (0)1 667 0900  
f: +353 (0)1 667 0901  
e: [info@ecocem.ie](mailto:info@ecocem.ie)



**ECOCEM**

ECOCEM,  
ENVIRONMENTALLY  
FRIENDLY CEMENT



# Celtic

**FORWARDING LIMITED**  
INTERNATIONAL FREIGHT  
FORWARDERS

- National/International Haulage - France, Italy, Benelux, U.K, CIS, Russia
- Worldwide FCL/ LCL Services
- Warehousing & Distribution, General & Bonded
- China/Far East FCL/LCL Services
- Wine Shipping Specialists
- Transfennica to/from Finland, Russia, Estonia
- Chartering Brokers - Ships Agents
- Customs Brokers, D.G.S.A., Tank Fleet Management
- I.S.O. Tanks - Food/Alcohol/Chemical grade tanks

**Celtic Forwarding Ltd.**  
Celtic House,  
30 Marlborough Street, Dublin 1.  
Tel: 353-(0)-1-865 6000  
Fax: 353-(0)-1-874 6745  
Telex: 32839 Email: info@celticfwd.ie  
Web Site: www.celticfwd.ie



IS. EN 200 000  
MEMBER OF I.F.F.A.

Belview Port, Slieverue,  
Waterford.  
Tel: 353 (0) 51-851821  
Fax: 353 (0) 51-851823

2, Church Street,  
John's Square,  
Limerick.  
Tel: 353 (0) 61-467969  
Fax: 353 (0) 61-467972

7 North Quay,  
Drogheda, Co. Louth.  
Tel: 353 (0) 41-9844778  
Fax: 353 (0) 41-9833712

# TANKTRANS

## SPECIALIST IN BULK HAULAGE

- Specialist in international bulk haulage.
- Large range of equipment and capacities for food, chemicals and gases.
- Transportation of both liquids and powders.
- ISO 2002 accredited.
- Specialist rubber lined tanks.
- In house DGSA (all classes).
- Bespoke transport solutions to meet any requirements.

TankTrans  
Promenade Road  
Tolka Quay  
Dublin  
Tel +00 353 1 8365277  
Fax +00 353 1 8366893  
E-Mail: angela@tanktrans.ie

TankSpeed  
Usk Way Ind Est  
Usk Way  
Newport  
South Wales  
Tel +44 1633 253100  
Fax +44 1633 215700  
E-Mail:  
kevin.tankspeed@btconnect.com



# Lankel Ltd.

MARINE CONTAINER REFRIGERATION

Tolka Quay, Dublin 1

Offices in Cork and Belfast

- Refrigeration Container repairs
  - Pre-trip inspections
  - Quayside monitoring
  - 24 hr call out

Tel: ++ 353 (0) 1 855 7117  
Fax: ++ 353 (0) 1 855 6448  
After Hours: 353 86 290 5850  
info@lankel-fridgerentals.com

**Dealers for**



# The Hammond Lane Metal Company Ltd.

# H M R

A Member of the CLEARWAY Group

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

**Head Office**  
Pigeon House  
Road  
Dublin 4  
Ireland  
Tel:  
(01) 667 5335  
Fax:  
(01) 667 5345

Ringskiddy  
Cork  
Tel:  
(021) 437 8014  
Fax:  
(021) 437 8195

The Batteries  
Athlone  
Tel:  
(09064) 92964  
Fax:  
(09064) 92373

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





## INTEROCEAN Agencies Ltd.

International Shipping and Forwarding Agents

Histon House, Cornelscourt, Dublin 18, Ireland.  
Tel : 353 1 2897341, Fax : 353 1 2897304  
www.interocean.ie, Mail : service@interocean.ie

Agents in Ireland for the services of :



World-wide container services



Iberia, Canary Islands and North Africa container services



H. STINNES LINIEN GmbH

South Africa, Caribbean and US Gulf container services



John S Braid & Co Ltd

Tank Container Service



Call us or visit our web site for further information

## There's comfort in knowing its top

At Top, we know how to provide the warm, friendly, efficient service that our customers have come to expect at each of our Top Service Stations and Fuel Depots nationwide. And it is good to know we're local, and close at hand in providing home heating oil, petrol, diesel and agri-fuels to you with a warm, friendly efficient service. We're here to help so call us now.

Dublin: 1800 222 262



Serving the local community



## R&H HALL

R&H HALL IS A REGISTERED BUSINESS NAME OF R&H HALL LTD.

### Suppliers of Grain and Animal Feed Ingredients

Tel: 01 6121234  
Fax: 01 6121213

### Stevedoring and Storage Facilities at Dublin Port

Tel: 01 8366266  
Fax: 01 8554177

Email: info@rhhall.ie  
Website: www.rhhall.ie

## Intentra

WHY WAIT FOR DOWNTIME?  
PREVENT BREAKDOWNS BEFORE  
THEY HAPPEN!

Intentra's Solution for Enterprise Asset Management



www.intentra.com

Intentra's solution drives efficiency at our company





**Reefer Tech Ireland Ltd**

Bond Drive Extension, Dublin Port, Dublin 3  
Tel: 353-1-836 6794 Fax: 353 -1-855 5408  
After Hrs: 087 836 3574  
e-mail: mholmes@reefertech.ie  
Website: www.reefertech.ie

**Specialist Services:**

- Specialists in Marine Reefer Maintenance
- 24hr service in Dublin, Cork, Belfast and Waterford
- ISO 9002 approved since 1992
- Agents for Carrier, Thermo King, Seacold
- Reefer Units PTI, Monitoring and Shipping
- Quayside repairs, Qualified Engineers
- Portable Reefer Units for Rental/Purchase

If your company requires a **Dependable Round-The-Clock Service..**

Contact Michael Holmes



**TECHNOMARINE LIMITED**

Marine, Transit & Engineering  
Loss Adjusters & Surveyors  
Ballymount Road, Dublin 12  
Ph: 353 1 460 7700  
Fax: 353 1 460 7783

Cargo  
Hull & Machinery  
Carrier's Liability  
Stevedore's Liability

Email: frank.cronin@thornpart.ie



*Consulting Civil and Structural  
Engineers to Dublin Port Company*

**Services include:**

- Civil Engineering
- Structural Engineering
- Marine Engineering
- Environmental Engineering
- Road Design
- Due Diligence and Acquisition Audits
- Planning Applications
- Environmental Impact Assessments
- Fire Safety Certificate Applications
- Health & Safety Plans and Statements
- IPC Licence Applications
- Project Management

*Head Office*

2B Richview Office Park, Clonskeagh, Dublin 14

Tel: 01-2602655 Fax: 01-2602660

E-mail: info@MORce.ie

Offices also in Waterford and Galway

**CLERKIN CRANEHIRE LTD**



**Mobile Telescopic Cranes for Hire**

Phone: +353 1 833 1468  
Fax: +353 1 833 0817  
Mobile: 087 256 4163

Depot: Dublin Port & Docks  
110 St. Declan Rd.,  
Marino, Dublin 3.

**24 Hour Service  
Competitive Rates  
Free Quotations**



# EuroFeeders

**VOTED SHORT SEA FEEDER OPERATOR OF THE YEAR  
1999, 2000, 2001 AND 2002**

**Regular Liner Feeder Services linking Belfast, Bilbao, Cork,  
Dublin, Felixstowe, Le Havre, Rotterdam, Southampton, Tilbury  
(other ports on inducement)**

For full details of sailing schedule and rates please contact:  
**EuroFeeders Limited**, Suite 3, Orwell House, Ferry Lane,  
Felixstowe, Suffolk, IP11 3QL • Tel: 01394 676667 • Fax: 01394 675606  
e-mail: [info@EuroFeeders.com](mailto:info@EuroFeeders.com) [www.EuroFeeders.com](http://www.EuroFeeders.com)

**Irish Ferries Freight Centre**, Terminal Road South, Ferryport, Dublin 17 • Tel: 1 607 5545 Fax: 1 607 5690

## Glass Guard™ Products Provide

- Glass Free Lighting Solutions
- Reduced Risk of Glass Contamination and Personal Injury
- Mercury & Chemical Containment
- Free Lamp Disposal for Glass Guard™ Product

  
**GLASSGUARD**  
RECYCLABLE  
**SHATTER RESISTANT  
SAFETY LAMPS**

For More Information Contact:

**Lighting Concepts**, Unit B11, K.C.R. Industrial Estate, Ravensdale Park, Kimmage, Dublin 12. Tel: 01 492 8738 Fax: 01 492 8735 e-mail: [lights@eircom.net](mailto:lights@eircom.net)

# SN

## STEPHEN NOLAN TRANSPORT LTD.

INTERNATIONAL ROAD HAULAGE CONTRACTOR & CONTAINER STORAGE



Depot: Tolka Quay Road, Dublin Port, Dublin 1

Tel: 8366761 Fax: 8366763



# Notes



# Finally, a united Europe gets the freight transportation system it needs.



Frequent departures. High-capacity vessels. Telephone booking. Online booking. Fax booking. Track and trace. HSS ships. Ro-Pax ships. Freight-only ships. Normal goods. Abnormal goods ...

The list could go on. But this ad can't. So to find out more about the Stena Line Freight route network—and how it can help simplify your work—just give us a call or drop us a line. Our contact details are at the bottom of the page.

**StenaLine**  
FREIGHT

For more information give us a call or drop us a line at [freight.info@stenaline.com](mailto:freight.info@stenaline.com) [www.stenalinefreight.com](http://www.stenalinefreight.com) Tel.: 0845 070 4000. Fax: 01233 202 201.



