

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

'000 Gross Tonnes	2023 Q4	2022 Q4	%Var	2023 YTD	2022 YTD	%Var
Imports	5,400	5,349	1.0%	21,701	22,234	(2.4)%
Exports	3,267	3,533	(7.6)%	13,930	14,519	(4.1)%
<b>Total</b>	<b>8,667</b>	<b>8,882</b>	<b>(2.5)%</b>	<b>35,631</b>	<b>36,753</b>	<b>(3.1)%</b>

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

'000 Gross Tonnes	2023 Q4	2022 Q4	%Var	2023 YTD	2022 YTD	%Var
RoRo	5,136	5,509	(6.8)%	21,514	22,341	(3.7)%
LoLo	1,840	1,760	4.5%	7,341	7,557	(2.9)%
Bulk Liquid	1,206	1,188	1.6%	4,708	4,715	(0.1)%
Bulk Solid	476	410	15.0%	2,022	2,076	(2.6)%
Break Bulk	9	15	(42.9)%	46	64	(29.0)%
<b>Total</b>	<b>8,667</b>	<b>8,882</b>	<b>(2.5)%</b>	<b>35,631</b>	<b>36,753</b>	<b>(3.1)%</b>
Unitised	6,976	7,269	(4.0)%	28,855	29,898	(3.5)%
Non-Unitised	1,691	1,613	4.6%	6,776	6,855	(1.2)%
<b>Total</b>	<b>8,667</b>	<b>8,882</b>	<b>(2.5)%</b>	<b>35,631</b>	<b>36,753</b>	<b>(3.1)%</b>

**Table 3 – Unitised Trade**

Units	2023 Q4	2022 Q4	%Var	2023 YTD	2022 YTD	%Var
<b>RoRo Units</b>	<b>236,571</b>	<b>248,308</b>	<b>(4.7)%</b>	<b>963,367</b>	<b>1,003,066</b>	<b>(4.0)%</b>
<b>LoLo Units</b>	<b>112,264</b>	<b>103,914</b>	<b>8.4%</b>	<b>442,874</b>	<b>455,849</b>	<b>(2.8)%</b>
<b>Total Units</b>	<b>348,835</b>	<b>352,222</b>	<b>(0.9)%</b>	<b>1,406,241</b>	<b>1,458,915</b>	<b>(3.6)%</b>

**Table 4 – Lo Lo Freight**

TEUs	2023 Q4	2022 Q4	%Var	2023 YTD	2022 YTD	%Var
<b>Lo-Lo TEUs</b>	<b>203,562</b>	<b>188,263</b>	<b>8.2%</b>	<b>795,997</b>	<b>823,399</b>	<b>(3.3)%</b>

**Table 5 – Trade Vehicles**

Units	2023 Q4	2022 Q4	%Var	2023 YTD	2022 YTD	%Var
<b>Trade Vehicles</b>	<b>24,169</b>	<b>19,193</b>	<b>25.9%</b>	<b>113,164</b>	<b>89,106</b>	<b>27.0%</b>

**Table 6 – Tourism**

Units	2023 Q4	2022 Q4	%Var	2023 YTD	2022 YTD	%Var
Passengers	318,767	341,673	(6.7)%	1,743,565	1,685,746	3.4%
Vehicles	92,110	101,536	(9.3)%	504,716	499,498	1.0%

## **Explanatory Notes**

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