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MESSAGE FROM THE CEO

2023 was another big year for Dublin Port Company with 35.6 million tonnes of cargo passing through the Port. Within this there were 1.4 million units of RoRo and LoLo freight, representing almost 80% of all containerised freight in the country and highlighting once again, the critical role that Dublin Port plays for the Irish economy. Not surprisingly, volumes at the Port are closely linked to the overall economic performance of the country and as such, as the country's GDP fell by 3.2% so also did the Port's volume.

Within this, however, there was good news for some sectors. Trade vehicles and the tourism sector were significantly up. The number of trade vehicles grew from 89,106 to 113,164, a significant 27% increase. The tourism sector saw passenger numbers up from 1.69 million in 2022 to 1.74 million in 2023, a rise of 3.4%, while tourist vehicles rose by 1% from 499,498 to 504,716.

Latest economic forecasts show an increase in GDP growth for 2024 so we look forward to a similar increase in the Port's volumes in the year ahead.

Dublin Port Company achieved a number of significant landmarks in 2023. In November 2023, Minister Jack Chambers officially opened Terminal 4 (T4), a newly redeveloped RoRo freight terminal costing €127 million. This project was delivered on time and on budget and marks a major milestone in the delivery of the Alexandra Basin Redevelopment (ABR) Project, the first of three major capital development projects under our Masterplan.

Our 3FM Project is steadily progressing, with the final design phase set to be completed shortly, followed by a submission of our application to An Bord Pleanála (ABP). DPC has engaged extensively with the local community and other critical stakeholders throughout the consultation process and this has resulted in a balanced and inclusive plan for what will be one of the most important infrastructure projects for the area.

In the short-term, there are some exciting developments to look forward to. Phase one of the Tolka Estuary Greenway will be complete by July and will provide public access to the northeastern side of the Port for the first time. With stunning views over Dublin Bay towards Clontarf, the greenway will also give cyclists and pedestrians an insight into the everyday workings of Ireland's premier port.

Continuing with our Port/City Integration plans, we recently received planning permission for the Liffey Tolka Greenway along East Wall Road. When completed, the Greenway will connect with the Tolka Estuary Greenway,

creating 6.3 kilometres of active travel throughout the Port. Indeed, when the Masterplan is complete, we will have created 16.3km of active travel routes around the Port, both north and south of the Liffey, by 2040.

It was an honour to host an array of community events at our newly refurbished redbrick Substation at Port Centre's public plaza. With its ultra-modern glass façade and the ability to view the original 18th Century sea wall beneath the floor, the space encapsulates the past and the future under one roof. The Substation was launched by Minister for Public Expenditure, National Development Plan Delivery and Reform, Paschal Donohoe TD, one of several notable visitors to the new venue, which also included Simon Harris TD, then Minister for Further and Higher Education, Research, Innovation and Science, who attended the Substation to mark the Dublin Construction Skills and Retrofitting Programme hitting the milestone of its 1,000th graduate. Community engagement is an integral part of our Masterplan, and we look forward to hosting more events this year.

September 2023 brought the news that P&O Ferries, which operated from Terminal 5 in Dublin Port, would exit the Dublin-Liverpool route by the end of 2023. Dublin Port Company subsequently engaged in a selection process, which resulted in a seamless transition at Terminal 5, which is now being shared by Stena Line's new Dublin-Birkenhead (Liverpool) service, along with Seatruck Ferries and parent company CLdN further developing their Dublin-UK services.

Finally, Irish Ports Safety Week, held at the end of October 2023, was a tremendous success, thanks to the extensive collaboration with our customers, stakeholders and staff. We will continue to build on that success this year through further safety engagement events in the Port.

As we begin 2024, I am excited about the continued rollout of our Masterplan. The projects we are embarking upon are critical for our country and the quality of work being done by our teams and our partners is truly world class. Whilst construction is a core element of our strategy, the Port exists because of the day-to-day activity which continues to amaze me. To all of you who make this happen, I would like to express my thanks and wish you all the very best for the year ahead.

Barry O'Connell,
CEO,
Dublin Port Company.

YEAR IN REVIEW

HARBOUR2HARBOUR WALK





More than 2,000 people walked from Howth Harbour to Dun Laoghaire Harbour (or reverse) on St Patrick's Day as the 16th annual Harbour2Harbour Walk raised vital funds for mental health organisation, Aware.

Broadcaster, author and activist Emer O'Neill launched the 26km challenge, which takes participants along the scenic Dublin Bay route with a 'Halfway Hooley' hosted at sponsor Dublin Port Company's historic Pumphouse, with complimentary refreshments and entertainment.



Ireland impacted by depression and bipolar disorder know they are not alone and are provided with the knowledge and tools they need to improve their wellbeing. We are incredibly grateful for the generous sponsorship from Dublin Port Company who have supported this event since 2014."

Speaking about Dublin Port's involvement, Barry O'Connell, Chief Executive at Dublin Port Company, explained: "Dublin Port is delighted to be partnering with Aware and supporting the annual Harbour2Harbour Walk. It's a great family day out and the perfect way to see Dublin's harbours, river and city, all while raising funds for Aware's vital services."



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

"I am delighted to be involved with the Aware Harbour2Harbour Walk," noted Ambassador Emer O'Neill. "Having experienced depression myself, I know how important it is for us to open up the conversation around mental health. The services provided by organisations like Aware are invaluable to anyone experiencing depression or bipolar disorder and I would encourage anyone struggling with their mental health to reach out for support."



Stephen Butterly, Head of Fundraising at Aware, commented: "The Aware Harbour2Harbour Walk is a lovely way to get friends and family together to celebrate St Patrick's Day in a fun and healthy way, while demonstrating your support for mental health. Each year, Aware directly supports up

to 50,000 people via our support and education services. All proceeds from this event will go towards these services, helping to ensure that people across



2024 festival and parade is 'Spréach', the Irish word for Spark. For more information, visit www.aware.ie/harbour2harbour.

PUBLIC CONSULTATION ON 3FM PROJECT



March/April 2023 saw Dublin Port Company engaging in formal public consultation on the 3FM Project, the third and final Masterplan project needed to complete the development of Dublin Port and bring it to its ultimate and final capacity by 2040.

The 3FM project is focused on Dublin Port lands on the Poolbeg Peninsula, on the south side of the bay and will deliver 20% of the capacity required by 2040. The Poolbeg peninsula already houses the greatest cluster of major utility operations in Ireland, with the largest wastewater works, the biggest waste-to-energy plant as well as power stations and part of the National Oil Reserve.

The 3FM Project follows on from the first two Masterplan phases focused on the Port lands north of the bay – Alexandra Basin Redevelopment, which is nearing completion, and MP2, which has recently commenced construction. All three are pillars of Dublin Port Company's highly strategic approach to maximising Port capacity which has been underway since 2010.

Details of the 3FM Project are available to view online at www.dublinport3fm.ie.

The 3FM Project will deliver on the capacity objectives of Masterplan 2040 but it will also address an ongoing key objective of Dublin Port Company – the reintegration of the Port with Dublin City. Citizens will benefit from the 2.8 hectare Port Park and adjacent landscaped areas and improved access to the waterfront and Great South Wall, all linked by more than 5km of new and improved pedestrian and cycle routes. These will tie in with over 10km of greenways and active travel routes currently being built in the north port area, including the Liffey-Tolka Project.

"We are very pleased to be progressing the 3FM project – which literally means 'third and final' project of Masterplan 2040," noted Dublin Port Chief Executive Barry O'Connell.

"Dublin Port Company takes a generational approach to development at the Port," the CEO explained. "Large infrastructure projects take up to 20 years from inception to completion. We know what we have to deliver on to enable Ireland's growth up to 2040 and beyond and our expert team has been actively engaged in delivering the Masterplan for more than 10 years now. The ABR project is coming close to completion and we are pleased to have recently commenced the MP2 project on our northern lands.

"The Masterplan would be unable to progress without the support of all of our stakeholders and the early conversations in 2021 on 3FM, particularly with the statutory agencies, the major utilities already in Poolbeg and our local communities were extremely important in shaping our plans to this stage."

The Dublin Port Company CEO went on to note how, "Enhanced amenities for local citizens are central to our planning and the wonderful amenities at Port Park, the Maritime Village and all along the additional 5km of active travel routes will open up the waterside in new ways to Dubliners and help deepen understanding of the huge contribution the everyday work of the Port brings to enable all of our work and home lives. Port-City integration is a major objective of Dublin Port Company and 3FM will link in seamlessly with our other important projects in strengthening that vital connection between the Port and the people it serves."





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CASTING OF THE SPEAR

Caroline Conroy, then Lord Mayor of Dublin, and Barry O'Connell, CEO, Dublin Port Company, pictured at the Casting of the Spear in April 2023.

The Lord Mayor of Dublin Caroline Conroy performed the annual 'Casting of the Spear' into Dublin Bay on April 5, one of the most important symbolic occasions on the Dublin Port calendar. In the process, she confirmed her title as Honorary Admiral of Dublin Port, upholding the memory of a 535-year-old tale.

In 1488, Lord Mayor of Dublin Thomas Mayler rode on horseback out to the city's boundaries, facing bitter rain and fierce winds. Braving these elements, Lord Mayor Mayler brandished a spear, which he vaulted out into the sea as he went. Each casting of his spear marked a point on Dublin's eastward boundary, the distance of which into the Irish Sea was determined by the Lord Mayor's aim and strength.

More than half a millennium later, the face of Dublin Port has changed considerably. Today, it carries nearly two-thirds of all port traffic on the island of Ireland. Beneath all this activity lie the marks of Thomas Mayler, cast out when Ireland's trading relationship with the rest of the world was still in relative infancy.

To commemorate this event, Lord Mayor of Dublin Caroline Conroy cast a spear of her own into Dublin Bay, her first official act as Honorary Admiral of the Port. Modern times have seen successive Lord Mayors take to the water at Dublin Port to earn their

honorary title, which they retain for their period in office.

"It is my great pleasure to be confirmed as Honorary Admiral of the Port of Dublin," said Caroline Conroy, Lord Mayor of Dublin. "This ritual has fascinated me for several years. A connection to these colourful aspects of our past remains of great cultural value to all Dubliners. Dublin Port remains ever more vital to our commercial and cultural life in the city and beyond, and I wish it every success in its Masterplan projects over the coming years."

Dublin Port CEO Barry O'Connell thanked the Lord Mayor for her participation in this ceremony and for her continued support of Dublin Port: "This is a tradition I'm very proud to continue, one which emphasises the strong links between Port and City and the importance of history and culture to our local community. It's astounding to think, with all our advancements in engineering today, that the original boundary of the city was set by one person casting a spear into the sea. We're currently in the process of developing a range of paths for cyclists and pedestrians running 5.5km across the Poolbeg Peninsula and 16km across the north side of the Liffey. These should allow Dubliners to look out over the full scope of this boundary set by a previous Lord Mayor over 500 years ago."

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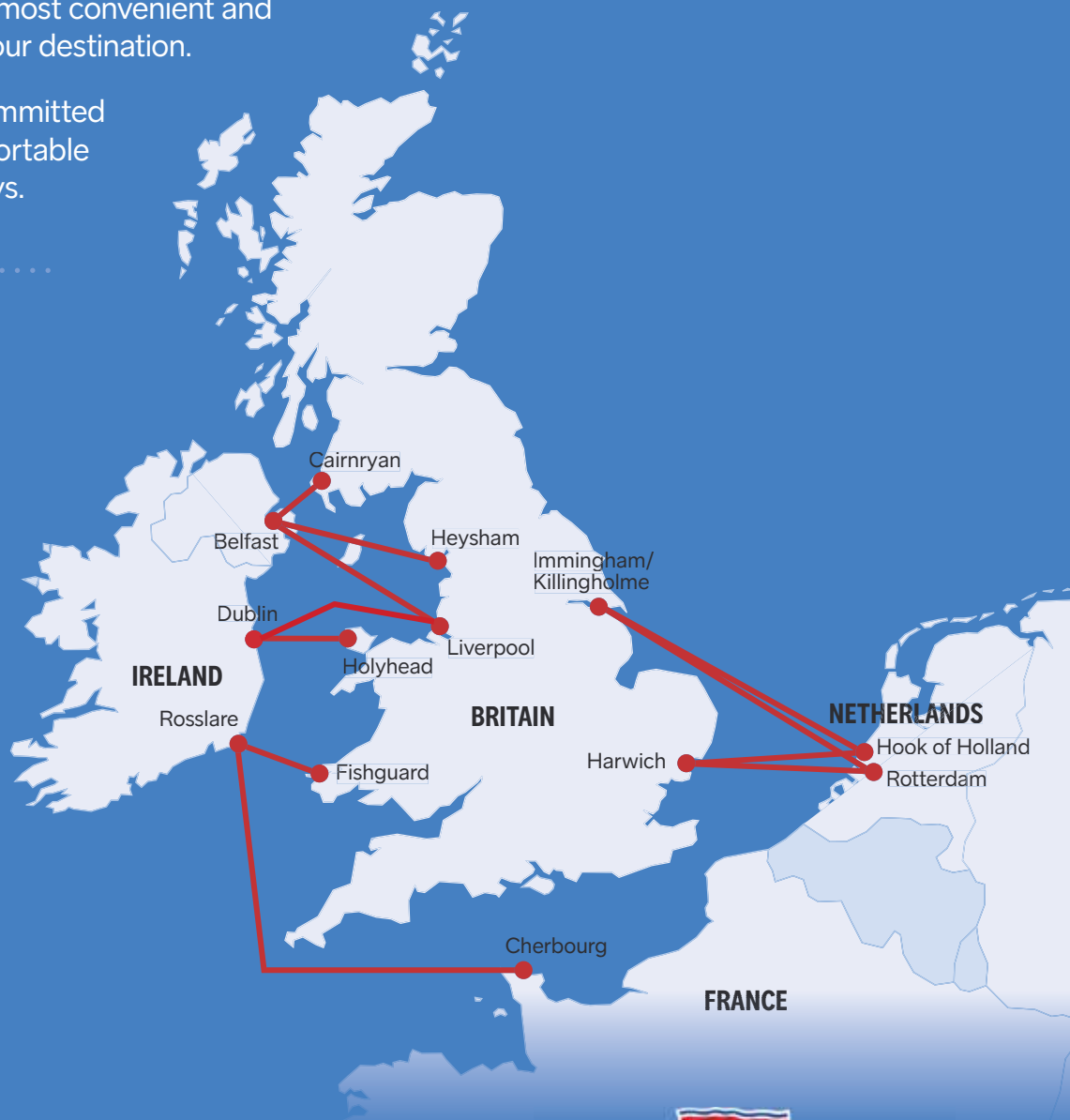
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PUMPHOUSE ART AND ENGAGEMENT PROGRAMME LAUNCHES



Pictured are (l-r): Lar Joye, Heritage Director; Edel Currie, Community Engagement Manager; Barry O'Connell, CEO; and Declan McGonagle, curator of the Pumphouse programme.

On May 3, Dublin Port Company announced details of its Art and Engagement programme at the Pumphouse, Alexandra Road.

The Pumphouse formerly housed the steam engine which powered the gates of Graving Dock 1 but has been repurposed by Dublin Port into an artistic and cultural venue and is a key part of the Heritage Zone at Dublin Port.

The theme for this year's Dublin Port Art and Engagement programme is 'Connections: The Port, the City, Arts and Education'. Dublin Port's plans for the Heritage Zone at the Pumphouse include expanding its use for public exhibitions, events and performances, creating a distinct and unique destination in the heart of the working port as part of Port-City integration plans up to 2040.

The Art and Engagement programme has been underway since mid-2022. It includes completed art and design outputs, such as large-scale projections incorporating live and still imagery, as well as workshops led by experienced artists with pupils from St Laurence O'Toole Primary School and second level art students from Ringsend College.

Under a comprehensive programme of future work, established artists and students will participate in short residencies and performances, including theatre and music – designed and customised for the Pumphouse context. These have been developed in partnership with theatre companies, ANU and Fishamble, as well as with students from the National College of Art & Design (NCAD), UCD's School of Architecture, the Design and Material Culture Course at NCAD, as well as the Sean O'Casey Community Centre's Art Group and teenage members of the East Wall Youth Centre.

Highlights of the current programme include:

- Artworks by Transition Students from Ringsend College and 'Works in Progress' Prints and Photographs by 5th Year Students (April 2023): A study group of Transition Year students from Ringsend College are engaged in a new round of workshops with artist Janine Davidson using a range of art media to explore Port/City themes.
- 'Mappings of East Wall', by the Sean O'Casey Community Centre Art Group and artist, Silvia Leoffler (May



2023): These small scale and intimate mappings by members of the Sean O'Casey Centre's mature art group amount to a creative portrait of the streets, homes and people who constitute the local neighbourhood of East Wall.

- NCAD Studio+ Programme (May 2023): The Pumphouse is being regularly used as a situated studio space as part of the National College of Art & Design's Studio+ programme, during which a series of micro-residencies for specific student groups take place.
- 'States of Independence' by Smashing Times, International Centre for Arts and Equality (October 2023). Celebrating the stories of 10 changemakers from the Decade of Centenaries, and stories of 10 changemakers today, told through performances, visual arts, creative billboards and online exhibitions.

CEO, Dublin Port. "The 'Connections' event reflects the ongoing Port/City Integration process and will see other large-scale heritage and arts projects being developed as areas of the Port are opened for public use. We are excited about this development in the overall context of port development and are committed to ensuring that the Port develops as a thriving community resource."

Edel Currie, Community Engagement Manager for Dublin Port, added, "It has been very positive, over the last few years, to see the theatre and music events, creative residencies and learning workshops develop at the Pumphouse. The engagement with the local schools and Colleges on these artistic works has been enormously positive. The wider appeal of these projects demonstrates the potential for the Pumphouse as a heritage zone in the city centre."

Declan McGonagle, curator of the Pumphouse programme, said, "The Pumphouse is a distinct and unique setting where creative practice meets public experience in the context of a working Port and communities of place interact with communities of interest from further afield. The visualisations and signage tell the story of the Pumphouse, its transformation and contemporary use. These visualisations of past and present activities are presented within the Pumphouse, using large scale, immersive projected imagery, a large scale white screen projection and monitors, along with photo enlarged panels of workshops, participants and artworks. The works have been produced by different participating groups and include interviews with relevant Port staff, artists and academia, workshop members and past Port workers."

Peter Rothweil, Julie Crowe and Matthew Williamson performing a short piece from 'Back Home to a Wonderful Time' by ANU Productions at The Pumphouse.



"The use of the Pumphouse is part of Dublin Port's long-term strategy of connecting Port and City," explained Barry O'Connell,

GERMAN NAVY TALL SHIP ARRIVES IN DUBLIN PORT



Dublin Port Company (DPC) and the Embassy of the Federal Republic of Germany in Ireland welcomed the arrival of the German Navy's Tall Ship "Gorch Fock", carrying a crew of 182, most of them young naval cadets, on June 22.

During her stay in Dublin, this spectacular tall ship was open to the public to visit, free of charge, at Berth 18, which is located immediately east of the Tom Clarke Bridge. Members of the public were able to see the naval cadets at work on board and inspect the fine craftsmanship of the vessel up close.

Used as a sail training vessel for the German Navy, Gorch Fock is visiting Dublin for the sixth time, the first since 2015. She is named after the German writer Johann Kinau who wrote under the pseudonym 'Gorch Fock' and was killed in the Battle of Jutland in 1916.

Measuring 81.4 metres in length, the three-masted barque, commissioned in 1958 and renovated between 2015 and 2021, is Germany's best-known tall ship. More than 15,000 officer and non-commissioned officer candidates have been trained on board to date.

Led by Captain Andreas-Peter Graf von Kielmansegg, Gorch Fock's visit to Dublin comes towards the end of her 175th training journey on her way back from Spain and Portugal, a journey involving more than 250 naval cadets in total. On training voyages, the naval cadets learn basic seamanship skills, the importance of teamwork, camaraderie and safe seafaring, while enjoying new cultures and countries.

"It is a very special honour to welcome the Gorch Fock, our iconic three-mast navy school ship, and her young and diverse crew to Dublin," noted the German Ambassador to Ireland, Cord Meier-Klodt. "Built in my hometown, Hamburg, in 1958, she is as we call her 'our Ambassador under sails'. The visit symbolises our friendship and both our countries' great maritime traditions."

"Tall ship visits to Dublin always capture people's imagination and curiosity about life on board these spectacular vessels, and Gorch Fock is no exception," noted Michael McKenna, Harbour Master, Dublin Port Company.



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- Capital Dredge Programme
- Red Brick Substation & Graving Dock Heritage Works
- Watermain Upgrade Project

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CELEBRATING DUBLIN PORT'S LEGENDARY CHIEF ENGINEERS



A new book launched in Dublin Port, which celebrates the life and works of two of Dublin Port's best-known Chief Engineers, Bindon Blood Stoney and John Purser Griffith.



Engineers, historians, retired dockers and port workers gathered at Dublin Port on June 29 for the launch of 'Dublin Port Chief Engineers', published by Dublin Port Company and written by Dr Ronald Cox, Engineering Historian and Visiting Research Fellow in the Department of Civil, Structural & Environmental Engineering at Trinity College Dublin.

'Dublin Port Chief Engineers' navigates the story of two of Dublin Port's most pioneering port engineers of recent centuries, Bindon Blood Stoney (1828-1909) and John Purser Griffith (1848-1938). This beautifully presented publication is the culmination of detailed research undertaken by Dr Cox over many years into the lives

and illustrious work of both engineers, and draws on a trove of maps, images, and information held in Dublin Port's 300-year-old archive to tell their story.



Bindon Blood Stoney was Dublin Port Engineer from 1862 to 1899 and the modern city of Dublin along the River Liffey reflects his engineering prowess in the bridges and quay walls he built using his wonderful Diving Bell, better known today as Dublin's smallest museum on Sir John Rogerson's Quay.

John Purser Griffith served as Bindon Blood Stoney's assistant for 27 years before becoming his successor as Chief Port Engineer, and went on to champion the city and the Port, still a key strategic objective of the modern Dublin Port Company today. From 1899 to 1909, John Purser Griffith helped to modernise Dublin Port, reconstructing the North and South quays, electrifying the cranes with the Port's own power station and reorganising dredging operations with a new modern suction dredger, The Sandpiper.

"Our thanks and credit to Dr Ronald Cox whose meticulous research has resulted in such a wonderful addition to public understanding of Dublin Port and the City of Dublin," noted Lar Joye, Port Heritage Director, Dublin Port Company. "It's amazing to think that in 1990, Dr Cox was commissioned by the then Dublin Port & Docks Board to compile a biographical sketch of Bindon Blood Stoney as one of the most illustrious engineers ever associated with Dublin Port's history. Today, some 30 years later, we are continuing to learn about their transformative work and



we are privileged to have helped bring Dr Cox's work to life with the addition of previously unseen photographs from the Dublin Port Archive. That in itself feels like history in the making."

Lar Joye paid tribute to the late Gerald Daly, then Honorary Archivist to the Dublin Port & Docks Board, and Niall Dardis, who took over from Gerry with great enthusiasm and skill.

'Dublin Port Chief Engineers' is available to purchase from wordwellbooks.com.

CELEBRATING AT THE SOUTH DOCKS FESTIVAL



Daithí de Róiste, Lord Mayor of Dublin, performs the 'Casting of the Spear' with Dublin Port Company CEO, Barry O'Connell.

July 18 saw the second Dublin Lord Mayor of the calendar year performing the 'Casting of the Spear' into Dublin Bay. Daithí de Róiste became Lord Mayor of Dublin on June 16 and upheld the 535-year tradition to mark the launch of the 36th South Docks Festival, a five-day community festival.

Hosted by Dublin Port Company and the staff and volunteers of St Andrew's Resource Centre, the South Docks Festival offers the communities of the Docklands a chance to celebrate their heritage, with the theme of this year's festival being 'Friendship and Inclusion'.

Over the five days, the public engaged in activities for all ages, including TikTok workshops, tours of the Docklands and Dublin Port, and a short film exhibition exploring life in the Docklands through the pandemic.

The festival closed with a parade leaving St Andrew's and proceeding through the Docklands to Pearse Square, which was transformed into a fairground with picnic areas, an inflatable slide and obstacle course and live performances from DJs and children's entertainers.

distinct cultural heritage. Our mission at Dublin Port over the coming years is to strengthen ties between the Port and the City, by allowing the public access through a range of pedestrian pathways, cycle routes and arts spaces. We hope to bring communities together, in keeping with the tradition of this great festival."

Lord Mayor of Dublin Daithí de Róiste said: "As Honorary Admiral of Dublin Port, I offer my thanks to Dublin Port Company for the lovely ceremony and for their support of the South Docks Festival, which remains a special highlight of the summer calendar. Such an inclusive and welcoming festival is of great benefit to the public."



Dermot McCarthy, Chair of the St Andrew's Resource Centre, said: "Our staff and volunteers greatly appreciate the contribution of Dublin Port Company to this year's festival, which makes its full return following disruptions from the pandemic. We hope the community take the chance to see everything on the week's schedule, which offers something for everyone."



"I want to thank Lord Mayor de Róiste for helping to continue this great tradition and for his support of Dublin Port," noted Dublin Port CEO Barry O'Connell. "I am happy to bring this ceremony back to the

South Docks Festival, which allows the communities of the Docklands to come together and celebrate a



DPC ROWS IN TO SUPPORT STELLA MARIS

Dublin Port Company (DPC) announced its sponsorship of a new boat for Stella Maris Rowing Club in August 2023. This exciting collaboration exemplifies Dublin Port Company's ongoing commitment to celebrating and supporting the local community.

The coastal rowing boat, named St Laurence II after the original St Laurence, which was built, owned and competed in by Dublin Port workers in the 1950s, represents yet another

investment by DPC in promoting the sport of rowing in Dublin. It will also provide Stella Maris Rowing Club's dedicated members with state-of-the-art equipment that will enhance their training and capabilities.

This continued and long-standing partnership comes as part of DPC's wider plans for a new 'Maritime Village' within the 3FM Project. The Maritime Village will enable

a modern sailing and rowing campus, which will provide enhanced facilities for a range of users, including sailing and rowing clubs, sea scouts, the

Irish Nautical Trust and local boat owners. The Maritime Village has been developed in consultation with local groups and will replace the current much smaller facilities, as well as improving opportunities to view Port activities from the new waterside public plaza area.

As a testament to the long-established traditions of Stella Maris, the new boat was blessed by Father Ivan Tonge during a ceremony held at

the Ringsend club's home on the Pigeon House Road in Dublin. This meaningful ritual, performed before launching the vessel, symbolises safe passage and protection.

DPC is dedicated to supporting initiatives that contribute to the social fabric and well-being of Dublin's residents and this latest collaboration continues to strengthen the bond between the maritime industry and the local community.

"We are honoured to offer our continued support to Stella Maris Rowing Club. The values Stella embodies, such as



teamwork, dedication and perseverance, align perfectly with our own ethos at Dublin Port Company," said Barry O'Connell, Chief Executive, Dublin Port Company. "The new boat looks fantastic, and I can't wait to see the role it plays in empowering the next generation of the club. This commitment ties in with our wider community initiatives to come under the 3FM Project, which will see a new Maritime Village providing enhanced facilities for a range of users, including sailing and rowing clubs."

Pat Kane, Chairman, Stella Maris Rowing Club, said: "Dublin Port has long been a friend to Stella Maris and we would like to thank them for their continued support. The original St Laurence served the club well for over 30 years and, thanks to Dublin Port, the St Laurence II will inspire and enable the next generation of rowers."



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DUBLIN PORT LAUNCHES 10 SAFEPORT GOLDEN RULES

September 2023 saw Dublin Port publishing SafePort Golden Rules, a set of 10 rules designed to enable Port

Management and the six Terminal Operators to engage with employees and visitors in the safest possible manner on Dublin Port sites.

The publication follows the introduction of a 'new Dublin SafePort initiative' in July 2022 and the introduction of 40km speed limits within the Port in October 2022. Dublin Port is also pleased to announce that An

Garda Síochána, the HSE and Customs and Revenue – who all play a pivotal role in Port safety – came on board as SafePort partners. The six founding terminal operators are Dublin Ferryport Terminals, Doyle Shipping Group, Irish Ferries, Peel Ports Group (MTL), Seatruck Ferries and Stena Line, along with P&O Ferries, who no longer operate in Dublin Port since the end of 2023. Together, they account for an estimated 75% of port workers on the estate.

The SafePort 10 Golden Rules have been crafted by the Dublin SafePort working group, consisting of representatives from various segments of the Port community. Their expertise, collaboration and sharing of lessons learnt have shaped a set of rules that cover both high-level safety principles and behaviours that, if left unchecked, can lead to serious incidents. These rules encompass a wide spectrum of Port activities, ensuring that every facet of the port ecosystem is safeguarded.

The 10 Golden Rules are:

- Turn up fit for work and unimpaired by drugs and alcohol.
- Always use the designated walkways provided.
- Be aware of lifting operations and moving machinery. Keep a safe distance.
- Follow traffic management guidelines, observe speed limits, and wear seatbelts.
- Prioritise water safety – wear a personal flotation device within 1.5m of the quay wall.

- Wear appropriate Personal Protective Equipment (PPE) for the task.
- Limit smoking to designated areas and avoid littering.
- Use mobile devices only as approved and avoid distractions.
- Report incidents promptly to prevent accidents.
- Familiarise yourself with the specific rules within terminals.

Implementation of the SafePort 10 Golden Rules will be a joint effort by Port Management, the six Terminal Operators and all Port users. The initiative will be rolled out in two key areas: public roads and spaces within the Port estate, and terminal and common user areas. Signage, social media campaigns and educational materials will ensure the rules are accessible and understood by all.

The SafePort 10 Golden Rules initiative is part of a broader commitment by Dublin Port to prioritise safety, stemming from the Dublin SafePort working group's insights and global best practices. By growing a culture of safety consciousness and adherence, Dublin Port aims to create a safer and more secure environment for all stakeholders.

"What we are trying to achieve with the launch of the Golden Rules is to keep reinforcing the SafePort message, ensure that people are aware of its relevance around the Port estate in day-to-day operations," noted Michael McKenna, Dublin Port Harbour Master. "SafePort does not belong in a meeting room on PowerPoint presentations; it must be in operation across the Port estate and be in people's minds as they go about their business."

Superintendent Jarlath Lennon, Store St Garda Station, said, "As a key stakeholder in Dublin Port, An Garda Síochána will take an active role in implementing Dublin Port's 10 SafePort Golden Rules to make Dublin Port a safer place for all port workers and visitors. An Garda Síochána's promotion of the Golden Rules on a daily basis and close working relationship with all of our partner organisations in Dublin Port is an important aspect of our Mission Statement of Keeping People Safe."





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CULTURE NIGHT AT DUBLIN PORT

On September 22, 2023, Dublin Port Company opened its doors to the public with a series of immersive walking tours, allowing attendees to explore Dublin Port's rich history dating back to 1707. Culture Night also saw the unveiling of the Stoney Plaque in Port Centre's Maritime Garden.



The plaque represents a celebration of Bindon Blood Stoney, a pioneering civil engineer whose remarkable contributions reshaped Dublin's city landscape, with his work on Dublin's quays, bridges and lighthouses showcasing his impact across the city.

During the unveiling, the National Committee for Commemorative Plaques drew importance to recognising and raising awareness of Irish contributors to science,

engineering, medicine, technical education, economics and exploration, both nationally and internationally.



To achieve this, the Committee erects plaques commemorating people in such fields who were born in Ireland, or who made their major contributions whilst working in Ireland.

The plaques contribute to raising public awareness of the importance of this significant part of Irish heritage.



OPEN HOUSE AT DUBLIN PORT



October 13 and 14 saw Dublin Port welcoming visitors as part of Open House 2023, offering tours on both land and water.

Walking tours led visitors on a guided journey through the Port Precinct, the

Substation and the Pumphouse Heritage Zone, as Dublin Port's expert guides unveiled the stories embedded in the architecture and surroundings.



Meanwhile, the St Bridget set sail on a tour that gave visitors a unique waterfront perspective of Dublin Port, while IWAI Dublin, in association with Irish Nautical Trust, organised boat tours around the historic Grand Canal Dock aboard the Liffey Ferry.





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DUBLIN PORT SAFETY WEEK A HUGE SUCCESS



Dublin Port Safety Week ran from October 23-27, 2023, as part of the third annual Irish Port Safety Week, which allowed the Port Authorities of Ireland to work collaboratively through the Irish Port Safety Forum to highlight a collective awareness of and responsibility for health and safety, aiming to improve safety culture in the port sector by sharing experience and knowledge.

There was a packed calendar of events throughout the week at Dublin Port, which took place at the new Substation and the Pumphouse heritage zone on Alexandra Road, allowing port users to enhance their safety knowledge at Dublin Port.

The themes of the Irish Port Safety Week included:

- The Awareness of Port Golden Rules
- Class 3 PPE
- Emergency Response
- Traffic Management
- Employee Wellness
- Water Safety
- Safe and Healthy Work in the Digital Age, which is the overall theme of European Safety Week

The Road Safety Authority Shuttle Bus was on site for two days, displaying the continued focus on road safety in and around a busy port in an engaging, interactive and



memorable way. Dublin Port sees a variety of vehicles from HGV's, cars, tug masters and caravans utilising the internal road network daily, so Barry Keatley from Talentpool Virtual was also on site all week providing virtual training with staff on a wide range of vehicles and machinery.

JMJ Safety Training held a presentation on a human-centric approach to safety, with awareness talks on the importance of Class 3 PPE and CPR training in the marquee at the Pumphouse.

360 Cycles completed two days of free bicycle/scooter safety inspections for Port employees, focusing on brakes, tyres and chains, while Port Security helped to raise





awareness of road safety to cyclists and scooter users by issuing class 3 hi-vis vests, bicycle lights and backpack covers. Another highlight was when Theatre at Work delivered a thought-provoking performance of 'Overloaded', an interactive workshop on a workplace accident.

Day four saw Pollution and Waste Services delivering a presentation on Oil Spill Response, with attendees including staff from Wills Bros Ltd, Murphy Group and Kilwex. Killian O'Kelly of the RNLI instructed attendees on First Response Training if someone falls in the water, as well as the use of throw-bags. Delta Sleep provided information on how to manage sleep around shift-work.



Over 100 children from St Patrick's Girls' National School, Ringsend, and St Joseph's Co-ed Primary School, East Wall, attended the Pumphouse for a Colouring Competition Award Ceremony.

The children coloured in pictures relating to port safety, with numerous prizes awarded to children from both primary schools for their brilliant colouring skills, sponsored by Pollution & Waste Services.

"We were thrilled to host St Patrick's Girls' School and St Joseph's Co-ed Primary School at Dublin Port's Pumphouse. Both schools entered our Port Safety Week colouring competition, so it was fantastic to get all the kids in to see their efforts on the wall," said Edel Currie, Community Engagement



Manager for Dublin Port. "Dublin Port have a longstanding relationship with the local primary schools. A lot of the children's families have historically worked in the Port, and we feel that it is



important to keep that connection alive today. Whenever appropriate, we always try to include the local primary schools. We see our close connections with the local schools as a key part of our Port-City integration."

The final day saw a meet-and-greet with members from the city's yacht and boating



community at Poolbeg Yacht and Boat Club, a review of the Safe Navigation in the Bay campaign and The Safe Passage and Communication Certificate rolled out by Jimmy Murray of the Irish Nautical Trust.



The week finished with a spectacular live exercise, where the Water Based Emergency Services carried out a man overboard exercise at Poolbeg Yacht and Boat Club, involving RNLI Dun Laoghaire Inshore Lifeboat, Dublin Fire Brigade Rescue 2 Boat, The Irish Coast



Guard – Howth, and An Garda Siochána, while Dublin Fire Brigade carried out an exercise using a 30m ladder to conduct a ‘rescue’ from a high ledge of the R&H Hall building.

“We are very proud to see the bumper calendar of events at Dublin Port and throughout the ports of Ireland for Port Safety Week,” noted Michael McKenna, Dublin Port

Harbour Master. “Thanks to the support of our great partners, which include the HSA, Dublin Fire Brigade, the RSA and An Garda Siochána, the entire community of workers at Dublin Port could partake in a range of vital events to raise awareness of Health and Safety around the Port. Attendees of our many events came away with a reinforced awareness of the SafePort Golden Rules, key emergency response strategies and the wider role everyone has to play in maintaining a safe and welcoming work environment at the Port.”



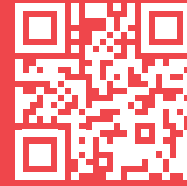
DUBLIN PORT TURNS RED FOR FIRE SAFETY WEEK

Dublin Port Company turned its landmark Port Centre building and The Diving Bell on Sir John Rogerson’s Quay red to support National Fire Safety Week 2023 which ran in October 2023, with the theme Safer Together, bringing awareness to the importance of checking in on others, particularly the elderly and vulnerable around us.

National Fire Safety Week is an awareness initiative of the Fire Service in Ireland, run jointly with the Northern Ireland Fire and Rescue Service to help enhance fire safety, particularly in the home.



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DOCKERS CELEBRATED AT EXHIBITION IN SUBSTATION



'Solidarity: The Dockers of Dublin Port' is a compelling exhibition, curated by the Little Museum of Dublin, which began a three-month stay in Dublin Port's Substation in November 2023.

The first-ever exhibition at the Substation, Dublin's latest cultural hub, was launched by Lord Mayor of Dublin Daithí de Róiste. The showcase, which includes never-before-seen photos, provides a poignant glimpse into the lives of the dockers, a vibrant and resilient community integral to the history of Dublin Port.



'Solidarity' invites visitors to explore the profound traditions rooted in family ties that defined the dockers' lives. Many dockers followed in the footsteps of their families, embracing a life of physically demanding and unpredictable work. The exhibition meticulously examines various facets of the dockers' lives, including dockers' reads, the button system of preferential hire, the tools of the trade, and the indispensable role of cranes. Additionally, the exhibition delves into the social aspects of a docker's life, juxtaposed with the daily dangers faced on the docks.



'Solidarity' delves into the rich tapestry of Ireland's industrial subculture, spotlighting the dockers' narrative characterised by hardship, camaraderie, and unyielding resilience. From the challenges of casual labour to the advent of containerisation, the

exhibition vividly illustrates the evolution of this dynamic community.



"The dockers of Dublin Port have played a crucial role in shaping the city's history," explained Lord Mayor Daithí de Róiste. "'Solidarity' is a tribute to their enduring spirit and a reminder of the sacrifices made by those who toiled on the docks. This exhibition not only preserves their legacy but also invites us to reflect on the vibrant tapestry of Dublin's industrial heritage. I would like to congratulate Dublin Port Company and the Little Museum of Dublin for coming together to put on such a wonderful exhibition."

Barry O'Connell, CEO of Dublin Port Company, remarked: "We are proud to support this insightful exhibition from the Little Museum of Dublin that brings to life the untold stories of the dockers. 'Solidarity' provides a unique perspective on the challenges and triumphs of this remarkable community, highlighting the crucial role they played in the development of Dublin Port. It is a testament to their resilience and the enduring legacy they have left behind."

Dr Rhona Mahony, Chair of the Little Museum of Dublin, added: "We were thrilled to work alongside Dublin Port Company to bring this engaging exhibition to the Port. Dockers would have gathered in their hundreds next to the Substation every day seeking work on the docks, so there couldn't be a more appropriate venue. A lot of time and hard work went into this exhibition, and I would like to pay tribute to the dockers who shared their memories with our curation team, enabling them to create this exhibition."



NEW BICYCLE RACKS AT GREAT SOUTH WALL



December 2023 saw Dublin Port Company (DPC) unveiling a set of bicycle racks at the Great South Wall to support the growing number of people who are accessing the popular location by bike.

This new facility, ideally located at the start of the Great South Wall, allows up to 12 bikes

to be securely parked before visitors begin their walk towards Poolbeg Lighthouse, one of the most distinctive landmarks in Dublin.

Over 300,000 people walk the Great South Wall annually and many of these, including a growing number of tourists

and locals, as well as swimmers at the Half Moon, are travelling there on two wheels ahead of their journey on foot.

At nearly 5km long, the Great South Wall was the longest seawall in the world when it was completed in 1731. Though that title has since been taken by a seawall in South Korea, the Great South Wall remains one of the longest in Europe.

These bicycle racks are the latest example of DPC working towards a more cycle-friendly port. In October, DPC received its final grant of planning permission to begin work on the Liffey-Tolka cycle lane. This project will create a new 1.4 km

dedicated pedestrian and cycle route that will link the River Liffey with the Tolka Estuary through DPC lands.

“We are pleased to announce the installation of this brand-new set of bicycle racks at the Great South Wall,” revealed Eamon McElroy, Port Engineer at Dublin Port Company. “Dublin Port Company is committed to becoming a more cycle-friendly port and with projects such as our ambitious Liffey-Tolka cycle lane, we are well on the way towards our Port-City integration. We get over 300,000 visitors to the Great South Wall annually and we hope that these new bicycle racks will attract even more walkers. DPC would like to thank Dublin Cycling Campaign for their input and advice on this project.”

David Timoney, Dublin Cycling Campaign, added: “Good bicycle parking may be what persuades people to travel by bicycle rather than jumping in the car. We know that fear of bike theft is a deterrent to more people cycling. We also know that good bike parking plus a high-quality lock stops most bike theft. The installation of these bike racks at the start of the Great South Wall, where there is a high degree of natural surveillance, is exactly what is needed to encourage more people to cycle instead of taking the car.”

Sabrina Moore, Half Moon ‘Mad Yokes’ Swimming Group, added: “We have over 50 regular sea swimmers at Half Moon, many of whom cycle, but up until now we have struggled to find somewhere to lock our bikes at the start of the walk. These bike racks are perfect for us and will encourage those who do drive to leave the car at home, which has the dual benefit of being the healthier choice and helping to reduce our carbon emissions.”



DPC CONFIRMS STENA LINE AND SEATRUCK FERRIES FOR TERMINAL 5

Terminal 5 in Dublin Port will be licensed to Stena Line and Seatruck Ferries, it was revealed on December 15, 2023. Stena Line will operate a new Dublin-Birkenhead (Liverpool) service, while Seatruck Ferries and parent company CLdN will

further develop their Dublin-UK services as part of this new shared freight terminal agreement.

In September 2023, DPC called for proposals from interested ferry lines to service west coast English or Welsh ports

(excluding Dublin-Holyhead) out of Dublin following confirmation that P&O (which previously operated from Terminal 5 in Dublin Port) would exit the Dublin-Liverpool route by the end of 2023.

Stena Line's new freight service between Dublin and Birkenhead (Liverpool) commenced in mid-February 2024, while Seatruck Ferries moved its Dublin-Heysham freight service within Dublin Port to Terminal 5 in January 2024.

DPC's decision to award a shared licence to both Stena Line and Seatruck Ferries at Terminal 5 maximises the Port's existing infrastructure by pushing more truck and container freight through the terminal's footprint. The move further supports DPC's objective of adding capacity where possible, given the ongoing constraints on port lands, with Dublin Port already running close to capacity.

"It's essential for Ireland's economy that we have strong availability and competition on direct shipping routes between Dublin Port and the UK," stressed Barry O'Connell, CEO, Dublin Port Company.

"We are pleased to welcome Stena Line's new Dublin-Birkenhead route, which brings choice to the market, and to continue working with Seatruck Ferries and CLdN on growing its Dublin-Heysham service."

Paul Grant, Trade Director (Irish Sea), Stena Line, said: "We are very excited to re-establish this vital trade corridor with our new freight route between Dublin and Birkenhead, which will further increase crossing options for our hauliers and their customers. With Stena Line now operating two routes out of both Dublin Port and Birkenhead, we are establishing key logistics hubs connecting freight flows across the Irish Sea and creating efficiencies for Port users. We have invested significantly in our Birkenhead operations in recent years and as a result have seen growth on our Belfast to Liverpool service. We are confident that this new service will prove popular, offering more choice for our freight customers on both sides of the Irish Sea."

Alistair Eagles, Managing Director of Seatruck Ferries, welcomed the decision by DPC: "CLdN and Seatruck's unaccompanied freight business on the Irish Sea has been growing steadily over recent years and more than 70% of all Irish Sea ferry freight now moves on an unaccompanied basis. The use of both Terminal 4 and Terminal 5 will enable us not only to further increase capacity but also to optimise the efficiency of our operations at the Port. We look forward to growing our links with DPC as a stable and reliable partner and to further expanding our offer to customers."



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DPC GRANTS CCIS INLAND PORT LICENCE



sea, land, air and logistics solutions, with a workforce of over 155,000 employees worldwide. Operating a fleet of more than 620 ships calling in over 420 ports across a comprehensive global network, the group has been a significant player in the Irish market since 2006.

This is the second licence awarded at Dublin Inland Port at the North Dublin logistics hub, after Dublin Ferryport Terminals (DFT) were granted permission by DPC to operate in October 2021.

The ongoing development of Dublin Inland Port continues DPC's delivery of its Masterplan commitment

Cormac Kennedy, Head of Commercial at Dublin Port Company; Alan Horner, General Manager at CMA CGM Shipping Ireland; Fiona Harborne, CMA, CGM Shipping Ireland; and Max Doyle, Director, Doyle Shipping Group Dublin; are pictured as they announce that Dublin Port Company has granted a new operating licence to CMA CGM Inland Services (CCIS), a subsidiary of CMA CGM Group, to begin operating at Dublin Inland Port.

Dublin Port Company (DPC) granted a new operating licence to CMA CGM Inland Services (CCIS), a subsidiary of CMA CGM Group, to begin operating at Dublin Inland Port. CCIS is one of the world's largest providers of inland services, with a container depot network in over 30 countries worldwide.

December 2023 saw CCIS become the second company to move its container operations to DPC's North Dublin logistics hub, following an €8 million investment by DPC on a second phase of the development. It brings to €56 million DPC's total investment in Dublin Inland Port, all self-financed.

With the newly-acquired licence, CCIS is now set to expand its portfolio, which already boasts over 23 dedicated empty container depots across Europe. Their state-of-the-art Dublin facility will specialise in container storage and repair, focusing on catering to the export needs of foodstuffs, pharmaceuticals and refrigerated products. Together with service partner Doyle Shipping Group (DSG), the investment will create 25 new jobs.

Headquartered in Marseille, France, the CMA CGM Group is a global player in

to maximising the use of existing port lands by relocating port-related, but non-core activities – including empty container storage – away from Dublin Port.

Dublin Inland Port is located 14 kilometres from Dublin Port off the M2, with direct access to the M50 and to Dublin Port via the Dublin Port Tunnel and is part of Dublin Port's world class route-to-market infrastructure.

Cormac Kennedy, Head of Commercial at Dublin Port, said: "In the past 12 months, we've invested a further €8 million developing the next phase of Dublin Inland Port, which has created the opportunity for CCIS to relocate and grow its business in Ireland further. We are also delighted to see that this will create 25 new jobs. We are delighted to welcome CCIS and to support their business at the facility.

"As part of our Masterplan, we made a strategic decision to relocate non-core port users away from the Dublin Port estate," he continued. "While this has freed up valuable space that is now being used for core activities, we are still running at close to capacity. By strategically relocating non-core users, we have successfully freed up 75% of our Masterplan 40-hectare target,

allowing Irish exporters and importers to benefit from the much-needed additional space within the Dublin Port footprint. Overall, since it opened in 2021, Dublin Inland Port has resulted in more efficient use of the Dublin Port Tunnel and Dublin Port's internal network."

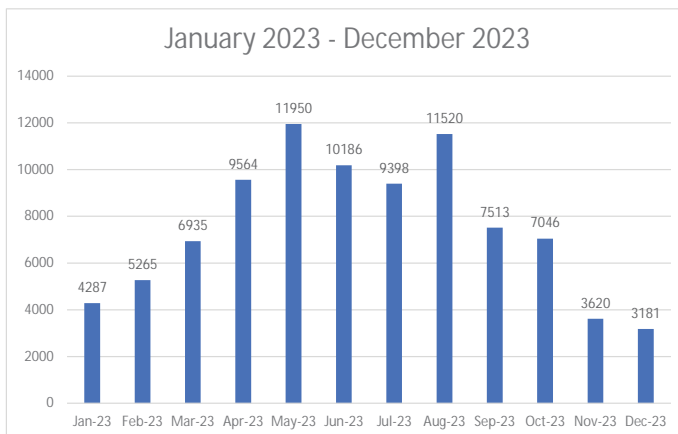
A spokesperson for the CMA CGM Group said: "It is a great opportunity to have been granted an operating license by Dublin Port Company for Dublin Inland Port. This marks the first expansion of CMA CGM Inland Services (CCIS) into Ireland and aligns seamlessly with our commitment to delivering top-tier logistics solutions."

Max Doyle, Director, Doyle Shipping Group Dublin, added: "This is an exciting development for the region. Doyle Shipping Group are pleased to be partners in this project, which should go some way to further easing the burden on quayside terminals, as well offering a high-grade option to those looking to manage their empty equipment. DSG has operated in the region for many years and we are delighted to be able to further improve the options for our customers. In partnership with CCIS, we are confident that we can provide a service that will benefit from CCIS expertise in inland depots and DSG's operational experience and knowledge of the local market."

DIVING BELL PROVES A WINNER WITH VISITORS



Dublin Port Diving Bell Visitation Numbers



Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23
4287	5265	6935	9564	11950	10186	9398	11520	7513	7046	3620	3181

January 1st - December 31st
Total Visitors 90,465

Daily Average : During 2023 / 248 visitors



Dublin Port Company's Diving Bell on Sir John Rogerson's Quay, part of the Distributed Museum, attracted more than 90,000 visitors over the course of 2023, an average of 248 visitors per day.

The Diving Bell was used in the building of the Port's quay walls from the Victorian era right up until almost the 1960s, and is a remarkable feat of Irish engineering. Designed by the port engineer Bindon Blood Stoney (1828 to 1907) and built by Grendon and Co., Drogheda, it was delivered to Dublin Port in 1866, entered service in 1871, and was used in the building of the Port's quay walls until 1958.

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LANDMARK PUBLIC REALM PROJECTS TO BRING VISITORS INTO THE PORT

DUBLIN PORT COMPANY IS PROGRESSING WORK ON TWO LANDMARK PUBLIC REALM PROJECTS WITHIN THE PORT ESTATE, THE TOLKA ESTUARY GREENWAY AND THE LIFFEY-TOLKA PROJECT, WITH THE FIRST SECTION SET TO OPEN TO THE PUBLIC IN SUMMER 2024.



CGI of the proposed Liffey-Tolka Project at the junction of the East Wall Road and Tolka Quay Road.

Summer 2024 will see the first section of the Tolka Estuary Greenway open to the public, allowing visitors to safely enjoy the River Liffey and Tolka Estuary via the first 2.2km of a dedicated 3.2km pedestrian route along the northern perimeter of the Port overlooking the Tolka Estuary.

This is the first of two landmark projects which will bring visitors into the Port Estate. The second, the Liffey-Tolka Project, is a tree-lined pedestrian and cycle route between the Liffey and the Tolka Estuary along the East Wall Road, which recently received full planning permission from An Bord Pleanála and is set to commence construction in late 2024.

The two projects will provide active travel and amenity and will form part of the Distributed Museum within the Port,

which includes The Pumphouse, which formerly housed the electric turbines which powered the gates of Graving Docks 1 but has been repurposed by Dublin Port into an artistic and cultural venue, and The Flour Mill, the former Odlums Flour Mill on Alexandra Road which has the potential to be transformed into a National Maritime Archive, as well as studio and work spaces for artists. The Flour Mill Masterplan provides a vision of how this could be developed in stages as part of Masterplan 2040 alongside major port infrastructure projects.

LIFFEY-TOLKA PROJECT

The Liffey-Tolka Project will create a new public realm along a 1.4km dedicated cycle and pedestrian route linking the River Liffey with the Tolka Estuary through Dublin Port lands on the east side of East

Wall Road and along Bond Road, linking to the Tolka Estuary Greenway opposite Clontarf.

When DPC first published their Dublin Port Masterplan in 2012, they identified that the Port estate can appear quite severe and unwelcoming and they made a commitment to breaking down the physical barriers which exist between the Port and the immediate area outside the Port estate, particularly along East Wall Road. The first major project to address this was the opening-up of Port Centre, but they also planned a green boulevard on the western side of the Port estate, which became the Liffey-Tolka Project.

The Liffey-Tolka Project, arguably more than any other single development within the entire Masterplan, exemplifies the idea of Port/city integration that has been part of the DPC ethos for over a decade.

“Its origins and genesis date back to our issues paper, which was put together in advance of our Masterplan back in 2011 and 2012, around how we could soften the boundary between the city and the Port,” recalls Jim Kelleher, Head of Special Projects with the Port Heritage & Communications Team. “The intervening years have seen it develop into providing a public realm by using what is marginal land along the western boundary. The East Wall Road is in effect a moat, blocking the Port from the city. It’s one of the most hostile streets to walk or cycle in the city. This Project removes that moat and makes it a

more civic space for citizens, while allowing people to access the Port safely, as well as connecting to the Greenway to the north. It’s all about civilising the space and creating a public realm. To me, this is the project that speaks most to Port/city integration because it’s at the interface between the two.”

DPC appointed a multidisciplinary design team, led by Grafton Architects, to bring this project forward to planning and consents stage and further into the development cycle. The design team includes ROD Engineers, RPS Planning, Gráinne Shaffrey Conservation architects and Cunnane Stratton Reynolds landscape architects.

Jim recalls some of the initial meetings with Grafton Architects on the Project: “We had been toying with the idea with the idea of a green boulevard as a kind of ‘missing link’ between Port Centre and the Tolka Estuary Greenway, and to take it even further, to bring it right down to the Liffey. I remember asking Grafton if they could put together something called a ‘long elevation’, essentially looking at how the Port may be viewed from the city-side of East Wall Road 20 years from now. They came back with a drawing that was around two metres long, showing a scheme stretching from the Tom Clarke Bridge right to the Tolka Estuary. I printed it out and brought it to [former CEO] Eamonn O’Reilly where I rolled it out on the Boardroom table and within an hour or two, he was onto the Programme Management Office asking how quickly we could get it built.

The view towards Port Centre along East Wall Road in a CGI of the proposed Liffey-Tolka Project.



“The more the design developed and the more our thoughts developed around it, it became far more than merely the softening of the boundary. It is providing something to the citizens in the form of a public realm, and it also civilises East Wall Road.”

The new linear space ranges from 12 metres to nine metres wide and will be an extension of the campshires on North Wall Quay.

“We identified the problem of that hardest of borders in the form of East Wall Road,” Jim recalls, “and then we had the intellectual challenge of how to achieve our aims through design. It’s not as easy as putting in a few trees and planters and stringing them out along the road, which wouldn’t

safe walking and cycling route to the Port Greenway and the wider pedestrian/cycling network.

“We’re essentially breaking down the barrier of the old wall and rebuilding it 12 metres inland,” Jim reveals. “Although we are keeping all historic parts of that wall, we are allowing people to see into the Port, and providing this wonderful amenity; it’s an active travel route but also a public realm that softens the boundary between the Port and the city.”

The finished project will be “far more than just a Greenway,” explains Cathal Cronin, Project Manager, DPC. “It includes a public realm space as well, with a feature meeting



The Liffey-Tolka Project includes a public plaza at North Wall Square.

achieve our aims. It’s a far more complex issue and you need the space to tackle it, which is what we pushed for from the very beginning; Grafton Architects described it as an esplanade.”

The stones of the historic Victorian Cross-Berth and earlier sea wall will be uncovered and integrated *in-situ* into the scheme to trace the old quayside shoreline, while a new pedestrian and cycle bridge over Promenade Road will form a continuous

place around the North Wall, while the trees themselves are doubled up to form a boulevard effect. We are also exposing the quay walls in places and integrating them into the scheme. It’s about creating that space that’s opening up the Port boundary to the rest of the city and integrating with the rest of the city.”

DETAILED TENDER DESIGN

The Liffey-Tolka Project is currently in “detailed tender design”, according to

The Tolka Estuary Greenway is due to open in summer 2024.



Cathal. The project should go to tender in Q2 of 2024, with work commencing on site by Q4. The first phase will run from the Tom Clarke Bridge at North Wall Quay to Tolka Quay Road and will take approximately 18 months.

The Project will cross Alexandra Road by bringing pedestrians and cyclists close to Port Centre, through the Port Plaza and across Alexandra Road at a brand new pedestrian/cyclist level crossing. DPC are also in conversation with Irish Rail about upgrading the rail lines in the Alexandra Road area.

Like anything that happens within the Port estate, you don't have the luxury of closing roads while work is carried out. To this end, there are regular meetings between the DPC Project Management team and all stakeholders, both internal and external.

"We have a number of key stakeholders," Cathal explains, "They include DCC, Irish Rail, ESB, who we are having conversations with all the time, as well as internal stakeholders, including port users, to make sure that we deliver the Project without interrupting the day-to-day operations too much."

Cathal notes, in particular, the close working relationship between the cross functional team at DPC, including the project sponsor PHC (Port Heritage & Communications) and the PMO (Programme Management Office) and their counterparts in Dublin City Council, given the nature of this Project.

"Integrating the project into the existing Port estate and ensuring safe pedestrian and cyclist crossings are very important," Cathal notes. "The chronology of how all the phases are complete is another key

The Tolka Estuary Greenway will bring visitors into an area of the Port that has never been accessed by the public before.





The Tolka Estuary Greenway is a key part of opening up the Port as an amenity for the city.

element, as there are multiple phases within the Project to make sure that we maintain pedestrian and cyclist access both north-south and also, from the point of view of integration, east-west.”

When complete, the Liffey-Tolka Project will link up various parts of the distributed museum. “It’s the chain between the stones and the necklace, so to speak,” summarises

Jim Kelleher. “It will bring users from the new public square down at the Liffey right up to Port Centre and the Substation, where they can turn right to the Flour Mill and the heritage area at the Pumphouse or go straight on to the Tolka Estuary in the north.”

TOLKA ESTUARY GREENWAY

The Tolka Estuary Greenway is a celebration of an area of the Port that has never been accessed by the public before and it is a key element of Dublin Port’s ambitious Tolka Estuary Project, first announced in November 2020.

“The Tolka Estuary Greenway will allow Dubliners enjoy novel perspectives of the city,

the Estuary, its flora and fauna, the Port and eventually the Distributed Museum we are creating here, which includes the Pumphouse and the Flour Mill,” explains Lar Joye, Port Heritage Director, Dublin Port. “We have always said that our ambition is to open up the Port as an amenity for the city and the Greenway will be transformative in this regard.”

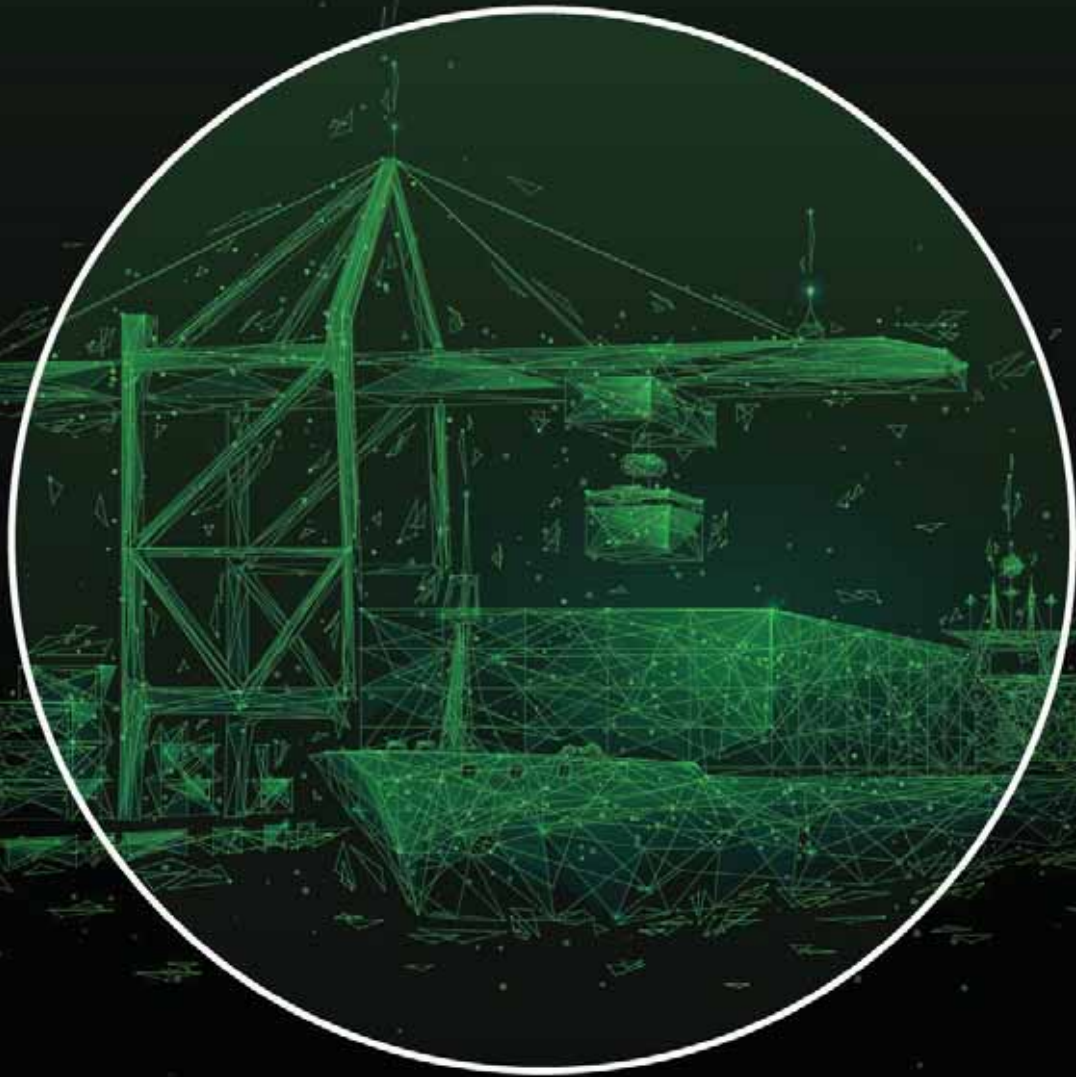
The first section of the Tolka Estuary Greenway stretches 1.9km from the Port’s boundary with Eastpoint Business Park to the Irish Ferries and Stena Line check-in booths on Terminal Road. The route required extensive coastal protection and heavy civil engineering works prior to construction but is now expected to open to the public by summer 2024. The second 1.3km section of the Greenway will bring the Greenway route to the most Eastern point of Dublin Port overlooking Dublin Bay and a brand new 800-metre linear park.

Construction work on the first phase began in April 2023 and is on track to be completed by summer of this year, according to Sean Reilly, Project Manager, Programme Management Office.

The Greenway begins at the East Point/ Bond Road interface, where all underground works have been completed, including ducting foundations, laying curbs and pavement layers, as well as placing topsoil either side of the Greenway path, ready for planting and landscaping.



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VIEWING/DISCOVERY POINTS

The Greenway includes three key areas, known as viewing points or discovery points, which Sean describes as “the highlights of the project. These are bespoke resting spots, viewing areas where the public can stop and take in the vista.”

Discovery Point 1 will be located at the elbow at the end of the straight stretch of Bond Road, before it turns south towards Promenade Road. Marine protection works are currently underway and once they are complete, construction will commence on the platform for the viewing area, the feature walls, seating etc.

“This is a landfill area and over the years we’ve had some coastal erosion and storm damage,” Sean explains. “So in order to bring the public safely to this point, we need to ensure that it’s protected from the marine and environment elements, so we have rock revetment works to be done there. We have installed the sheet piling which will support the rock armour, which in turn

will be in place within the coming weeks, providing coastal protection and giving us the right footprint upon which to construct the viewing area.”

South of Viewing Point 1, much of the Greenway has already been constructed, up to the paving layers, and indeed some of that section is being used to allow construction crews and materials to access the area around Viewing Point 1.

Discovery Point 2 is located adjacent to the New Custom House and the Circle K forecourt at the corner of Promenade Road, and the project here involved upgrading the stormwater interceptor tanks, before the construction of the viewing platform itself.

The longest single stretch of the initial phase of the Tolka Estuary Greenway runs from Discovery Point 2, alongside Promenade Road for 1km. Much of the civil works along this section were completed alongside the Promenade Road Extension road works, and Sean’s team

have now completed the majority of the rest of the work, including the creation of three dedicated “rest points with feature seating and interpretive elements”, as well as completing the earthworks for the embankment between the Greenway and Promenade Road, with the first tree planted on December 10, 2023. “We’re now planting native trees of a semi-mature size on the available areas, but there is still a lot of planting to be done

The first section of the Tolka Estuary Greenway stretches 1.9km from the Port’s boundary with Eastpoint Business Park to the Irish Ferries and Stena Line check-in booths on Terminal Road.



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The Tolka Estuary Greenway includes three key areas, known as viewing points or discovery points, where the public can stop and take in the vista.

along there in terms of low level shrubs and plants,” Sean reveals.

Discovery Point 3, at the end of this 1km stretch of Greenway is almost complete, as Sean explains: “Most of the feature walls have been constructed, along with the foundations for some of the interpretive elements and screening, so we are preparing to lay curbs and pavements at that site.”

The final part of phase one runs from Viewing Point 3 to Terminal Road Extension, and Passenger Ferry Terminal 1, which was delivered as part of the Internal Roads Project within the Port estate; all that is left to complete is the landscaping and planting, which will take place over the coming months prior to opening this summer.

FACING THE CHALLENGES

According to the Project Manager, the Greenway’s biggest challenge was the fact that it is a long, linear site, running alongside very busy roads within the Port estate, but it was one they were aware of from the very beginning. “The logistics involved in getting materials in and out was a hurdle, and some

of the existing ground conditions have been a bit challenging in areas, but it was nothing we couldn’t overcome,” he insists.

Another challenge occurred when sheet piling around Discovery Point 1 to support rock armour encountered some underground obstructions. “This was not unusual given the historical nature of the site, which had been originally reclaimed using construction and demolition waste,” Sean explains. “So we had to come up with alternative means of getting it to work. But it was nothing insurmountable.”

When it opens in summer 2024, for many people it will be the first time they can access this part of the city. “Getting along the coastline there at the north side of the Port and being able to go out into the Tolka Estuary is a big advantage,” Sean notes. “When Phase 2 is completed, it will bring you to a very unique spot to see vessels up close coming in and out of the Port.

“It’s not something you’d normally find this close to an operational port,” he continues. “The majority of ports actively try to keep the public out from a security and safety

perspective. So I think it's unique in that regard, as well as with its proximity to the active central business district and its proximity to the new residential areas at Sheriff Street and East Wall, so amenities like this will be of massive benefit to those residents."

Sean's own background is in heavy industrial development, and was particularly pleased to work on something which "creates that connection with the local community and delivers a public amenity which is not based on driving a revenue stream".

"These kind of civil works are expensive projects and you can understand why developers want to maximise their return," he stresses. "While you have to justify what you spend on a project like this, the focus is much more on the end quality and what the user will feel and see rather than how much revenue you can squeeze per square metre or per acre. You have to scrutinise everything you spend, but you are trying to meet the end users' expectations and requirements, delivering a top class amenity without being too lavish. We all have a budget to work to and it's about trying to deliver the best you can within that budget."

NATIONAL GALWAY TO DUBLIN CYCLEWAY

On completion, Dublin Port's Greenway will link Dublin with the proposed National Galway to Dublin Cycleway, a 270km dedicated traffic-free cycling route which

follows the Royal Canal Greenway and the Old Rail Trail Greenway from Dublin via Maynooth and Athlone to Galway City. It will also link Ireland with EuroVelo 2, The Capitals Route, a 5,500km long cycling east-west European route, which passes through Ireland, the UK, the Netherlands, Germany, Poland and Belarus. Tourists arriving in Ireland with their bikes from Hollyhead in Wales and Cherbourg in France will now be able to leave Dublin Port on this purpose-built greenway.

Dr Úna May, CEO of Sport Ireland, welcomed the development of this new infrastructure: "The proposed new greenways will bring cyclists arriving at the Port on a route which will ultimately connect the Port to the Royal Canal Greenway and onwards to the west of Ireland... As well as providing an opportunity for people who work in the Port to cycle more safely to work, this infrastructure will provide traffic-free recreational cycling opportunities for the local community."

"The Tolka Estuary Greenway is another important milestone in delivering on our Port-City commitments as part of Masterplan 2040," summarised Barry O'Connell, CEO, Dublin Port Company. "The new cycling and pedestrian route linking the River Liffey with the Tolka Estuary will no doubt prove to be an incredibly popular amenity and provide people with novel access to the Port and the opportunity to see the maritime and industrial landmarks along the route."

The Tolka Estuary Greenway is an important milestone in delivering on Dublin Port Company's Port-City commitments as part of Masterplan 2040.



DUBLIN PORT LAUNCH NEW €127 MILLION FREIGHT TERMINAL

DUBLIN PORT COMPANY'S NEW REDEVELOPED RORO FREIGHT TERMINAL OPENED IN NOVEMBER 2023, ON TIME AND WITHIN BUDGET.

Dublin Port Company (DPC) announced the opening of T4, a newly redeveloped RoRo freight terminal in the Port, costing €127 million, in November 2023.

Self-financed by DPC and delivered on time and on budget, T4 marks a major milestone in the delivery of the ABR Project, the first of three major capital development projects under its Masterplan to future-proof Dublin Port's cargo handling capacity to 2040.

MAXIMISING EXISTING LANDS TO FACILITATE INTERNATIONAL TRADE

T4 will handle more than 220,000 RoRo units annually, which equates to over one-fifth of all RoRo units at Dublin Port, based on 2022 volumes and more RoRo freight per annum than any other port in the Republic of Ireland.

T4's capacity comes from 4.1ha of existing port lands having been reconfigured, creating more efficient space for handling European and UK unaccompanied RoRo units. It comes into operation at a time of growing demand for unaccompanied RoRo freight services (goods on trailers transported by ferry without a driver) to and from the greater Dublin market post-Brexit.

It has also enabled the opening of a new transshipment route to Santander.

MODERN PORT INFRASTRUCTURE FOR NEXT GENERATION FERRIES

T4 brings into operation 3km of new quay walls, upgrading Victorian-era port infrastructure to service direct routes between Dublin and Liverpool/Heysham by ferry operator Seatruck.





Minister of State, Jack Chambers, TD, and Barry O'Connell, CEO of Dublin Port Company, launch T4, a new €127 million freight terminal, at Dublin Port.

“ AS AN ISLAND NATION, SUFFICIENT CAPACITY AND THE EFFICIENT AND SEAMLESS OPERATION OF OUR PORTS ARE INDISPENSABLE FOR THE SUCCESS OF IRELAND'S IMPORTERS AND EXPORTERS. ”



The work also involved the demolition of an old jetty, replaced with two best-in-class modern jetties of 270 metres each, that will accommodate the largest ferries, measuring 240 metres in length, and which have been future-proofed to allow for shore to ship power in the years ahead.

WORLD-CLASS FACILITIES

Officially launching T4, Minister of State, Jack Chambers TD, paid tribute to “the world-class facilities that are in place at Dublin Port”.

“Dublin Port is Ireland’s largest freight and passenger port, handling approximately 51% of national tonnage. Its importance is even more pronounced in the unitised freight sector as it handles 71% of all Load-On/Load-Off (LoLo) and 80% of all Roll-On/Roll-Off (RoRo) tonnage in and out of the country,” noted Minister Chambers. “In line with its Masterplan, Dublin Port has been progressing the necessary infrastructure to provide for increases in throughput. T4 will greatly enhance Roll-on/Roll-off capabilities at the Port.

“As an island nation, sufficient capacity and the efficient and seamless operation of our ports are indispensable for the success of Ireland’s importers and exporters.”

Barry O’Connell, Chief Executive of Dublin Port Company, said; “Dublin is already one

of the most efficient ports in Europe. With T4, we are driving even more efficiencies and facilitating growing customer demand for direct shipping routes between Dublin, the UK and Europe.

“Even with T4 now fully in operation, Dublin is running at 91% average capacity and therefore it is imperative that our plans to complete all three of our Masterplan 2040 projects continue as planned,” he stressed. “This will ensure we create the capacity needed to support the ongoing growth in the economy to 2040, while providing new public amenities that will support the growth of our city and neighbouring community for decades to come.”

OPENING UP THE PORT

Importantly, the development of T4 has also facilitated the closure of an entrance onto East Wall Road, paving the way for DPC’s Liffey Tolka Greenway project on East Wall Road to commence construction in 2024. This will see the transformation of the East Wall Road with a new dedicated 1.4km cycle and pedestrian route, which will eventually form part of the 16.5km of cycleway / walkway planned as part of the overall Masterplan.

This is another important step in DPC’s journey to open up Dublin Port as a safe and accessible venue for all to enjoy.

Self-financed by DPC and delivered on time and on budget, T4 marks a major milestone in the delivery of the Alexandra Basin Redevelopment Project.





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DUBLIN PORT COMPANY TRIALS HVO FUEL IN PILOT BOATS

DUBLIN PORT COMPANY IS TRIALLING HVO FUEL IN ITS PILOT BOATS, WHICH COULD CUT THEIR EMISSIONS SIGNIFICANTLY.

Dublin Port Company (DPC) completed a successful first round trial using Hydrotreated Vegetable Oil (HVO), a low-carbon biofuel produced from waste material that can be used as a direct replacement for conventional marine diesel, in one of its Pilot Boats in July 2023.

The Pilotage Service is estimated to contribute up to 20% of Dublin Port Company's carbon emissions and this is a significant aim for reduction, in line with Ireland's Public Sector Energy targets, which state that the public sector must improve its energy efficiency by 50% before 2030.

HVO fuel was supplied by Certa, DPC's contracted fuel service provider, and a trial commenced in April which saw approximately 200 pilot transfers completed on the DPC Dodder, one of four Dublin Port Pilot Boats, exclusively using 100% HVO.

DPC has begun phase two of the trial, testing the biofuel in the Liffey and Camac Pilot Boats, which run on older engines to the DPC Dodder and its sister boat, the DPC Tolka. The Liffey and Camac are approximately 15 years old and are driven by two Caterpillar C12 engines. The DPC Tolka and the DPC Dodder run on two Scania DI16 engines.

WORKING TOWARDS A SUSTAINABLE FUTURE

This is the latest example of DPC working towards a more sustainable future. DPC exceeded the 2020 Public Sector Energy Efficiency Targets and is planning to make Port Centre and Terminal 1 near zero-emission buildings by 2030.

The Pilotage Service is a crucial aspect of Dublin Port operations and involves the provision of qualified Pilots with local marine knowledge to assist guiding large ships into the Port along navigable channels.



Laura Byrne, Certa's Business Development Manager for Sustainable Fuels, is pictured with Dublin Port CEO Barry O'Connell to mark Dublin Port Company's Hydrotreated Vegetable Oil (HVO) trial in its DPC Dodder Pilot Boat.



The trial saw HVO fuel supplied by Certa used on the DPC Dodder, one of four Dublin Port Pilot Boats. Certa's Laura Byrne and Dublin Port Company CEO Barry O'Connell are pictured on board DPC Dodder with some of the pilot boat crew members.

An exciting solution at the forefront of sustainable energy, HVO is a low-emission diesel alternative fuel. HVO has been demonstrated to significantly reduce fuel-related carbon emissions with no modification required for existing diesel engines.

Initial results from the trial indicate that the use of HVO fuel in the Pilot Boats cuts emissions between 80-90%, which is encouraging news as Dublin Port targets a greener future and is in accordance with the Government's Climate Action Plan 2023, which aims to halve national emissions by 2030.

If trials using HVO on Pilot Boats Liffey and Camac are successful, moving all four of Dublin Port's Pilot Boats to HVO will reduce Dublin Port Company's CO₂ emissions between 10-15% ahead of the 51% CO₂ emission reduction target for 2030. While HVO fuel can be mixed with diesel, Dublin Port Company is using 100% HVO for the purpose of these trials.

Operators of the Pilot Boats noted that there were no obvious issues in handling or performance of the DPC Dodder while running on HVO and that exhaust fumes had reduced significantly.

PILOTAGE IN DUBLIN PORT

The Pilotage Service is vital to Dublin Port's operations. It is managed 24/7 with a highly skilled team of 21 Marine Operatives, one Marine Supervisor, five VTS Officers and 12 Pilots. It runs, on average, 10-15 return trips per day and in 2022 there were 3,908 over the year.

Pilot Boats travel up to 10 nautical miles (18.5km) offshore to safely deliver a Dublin Port Pilot to an inbound ship. The job involves transferring a Pilot to or from a ship by driving a Pilot Boat alongside the moving ship as it enters or leaves a Port, which is a high-risk activity. As a result, the Pilot Boats that are used to transfer Pilots are considered safety critical equipment and must have high reliability. The phased approach to this trial allows DPC to robustly check and verify the boats' performance with this front of mind.


"The use of HVO fuel in our Pilot Boats is a potentially transformative step as we work towards our 2030 Climate Action Plan targets," revealed Barry O'Connell, Chief Executive, Dublin Port Company. "We are pleased to work alongside our fuel suppliers Certa on this and from the information we have received from the first trial, the initial signs have been highly encouraging. We are now looking forward to seeing the results of phase two. With our Pilotage Service being such a vital part of Port operations, it is important that we run these trials and make sure it is the right fit for what is an extremely important and highly skilled job."

Laura Byrne, Business Development Manager for Sustainable Fuels, Certa, said: "We are very excited to continue our long-standing relationship with Dublin Port Company. We are pleased to work together to facilitate the Port's decarbonisation efforts by introducing HVO fuel on their Pilot Boats as they continue to work towards their sustainability goals."



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A WINDOW INTO THE PAST: SUBSTATION OPENS AT DUBLIN PORT

THE SUBSTATION AT DUBLIN PORT OFFICIALLY OPENED IN SEPTEMBER 2023, WITH THE CITY'S ORIGINAL 18TH CENTURY SEA WALL GOING ON PERMANENT DISPLAY TO THE PUBLIC.

Adam Roche and Everly Whelan, both aged 9, of St Joseph's Co-Ed Primary School, are pictured at the launch of Dublin Port Company's new venue, the Substation, with Minister for Public Expenditure Paschal Donohoe TD, with the original 18th century sea wall visible through the glass floor.



The Minister for Public Expenditure, National Development Plan Delivery and Reform, Paschal Donohoe TD, officially opened the Substation at Dublin Port on September 22, 2023, where part of the city's 18th century sea wall was discovered. It now goes on permanent display to the public at this new interpretive centre, part of Dublin Port's distributed museum for the city.

The redbrick Substation, built in the early 20th century, which is located on the corner of East Wall Road and Alexandra Road, once played a pivotal role in the early electrification of Dublin Port. The building has been expertly restored and reimagined by the team at Dublin Port, with the help of Dunwoody & Dobson and Darmody Architecture, as a modern interpretive centre that will play a central role in telling Dublin Port's story to audiences today.

During refurbishment works on-site, part of the city's original sea wall was discovered running underneath the Substation. The 18th century sea wall once served to protect the East Wall from flooding and was a catalyst for the North Lotts reclamation of



Dublin Port Chief Executive, Barry O'Connell, addresses guests at the launch of the Substation.

will eventually be part of a 6.2km cycle and pedestrian route linking port, maritime and industrial heritage landmarks and vistas from Dublin's Docklands through the Dublin Port estate and overlooking Dublin Bay.

A key part of this route, the Liffey-Tolka Project, recently acquired its final grant of planning permission and will create a new

transformative public realm along a 1.4km dedicated cycle and pedestrian route linking the River Liffey with the Tolka Estuary through Dublin Port lands on the east side of East Wall Road, passing the Substation, en route to the final destination of the Tolka Estuary Greenway.

"A REMARKABLE PROJECT"

Speaking at the official opening, Minister for Public Expenditure, National



centuries ago. Dublin Port, together with a multidisciplinary team, worked to preserve and expose the sea wall underneath a glass floor inside the building.

THE DISTRIBUTED MUSEUM

The display has become the latest addition to Dublin Port's distributed museum, a key part of Masterplan 2040's strategic objective to integrate the Port with the City. The redbrick substation museum display

Development Plan Delivery and Reform, Paschal Donohoe TD, described the Substation as "a remarkable project that represents the next step in making Dublin Port a true destination and enhancing the integration of our Port with the City. I fondly recall the launch of the Diving Bell in 2015 and I commend Dublin Port Company for continuing to preserve and restore our city's history with this latest endeavour. The discovery of the 18th-century sea



Pictured are Barry O'Connell, Chief Executive, Dublin Port Company; Minister for Public Expenditure Paschal Donohoe TD, Adam Roche and Everly Whelan, with Dublin Port Chairperson, Jerry Grant.

wall beneath this building is a testament to Dublin Port Company's continued commitment to preserving our rich maritime and built heritage.

"The Substation, with its expertly restored exterior and reimagined interior, will serve as an important interpretive centre, allowing us to share the captivating history of Dublin Port with today's audiences. It is not only a celebration of our past but also a bridge to our future as we work towards greater connectivity between the Port and the City."

A SIGNIFICANT MILESTONE ON THE JOURNEY

Barry O'Connell, Chief Executive, Dublin Port Company, said: "Today marks another significant milestone in our journey towards making Dublin Port a destination and

achieving port-city integration. The opening of the Substation at Dublin Port, along with the discovery and preservation of the 18th-century sea wall, symbolises our commitment to bridging the past and the present. This redbrick Substation, once a hub of electrification, now stands as a modern interpretive centre, inviting the public to explore and celebrate Dublin Port's rich history.



"As we continue our efforts to connect the Port with the City, this interpretive centre becomes a vital part of Masterplan 2040, fostering a deeper connection between our maritime heritage and the community."

At the launch, there was a performance from ANU's Robbie O'Connor based from a short extract from their highly-acclaimed theatrical production, *The Book of Names*, written and directed by Louise Lowe. The performance was a tribute to the dockers who would have gathered in their hundreds next to the Substation every day seeking work on the docks.



Lar Joye, Heritage Director, Dublin Port Company, speaking at the launch of the Substation.



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ANU's Robbie O'Connor performs a short extract from the highly-acclaimed production *The Book of Names*.

labour, and the button system of preferential hire to the introduction of containerisation, this colourful new exhibition charts the story of the dockers.

Barry O'Connell emphasised how the exhibition celebrates "the resilience and spirit of the dockers, adding another layer to the story of Dublin Port. We look forward to welcoming visitors to this unique space and sharing our Port's rich history with them."

In January 2024, the Substation was Highly Commended by the judges in the Urban Land Institute (ULI) and CBRE Placemaking Awards, which recognise and reward organisations and communities across Ireland that make efforts to improve their local communities through projects that add to the public realm and make places better settings in which to live, work and play.



CELEBRATING THE DOCKERS

The first exhibition within the Substation is entitled *Solidarity: The Dockers of Dublin Port*, curated by The Little Museum of Dublin, which went on display in November 2023. *Solidarity* charts the story of one of Ireland's most fascinating industrial subcultures: the dockers. Their story is one of hardship but also one of humour and resilience. From the great camaraderie to the insecurities of casual

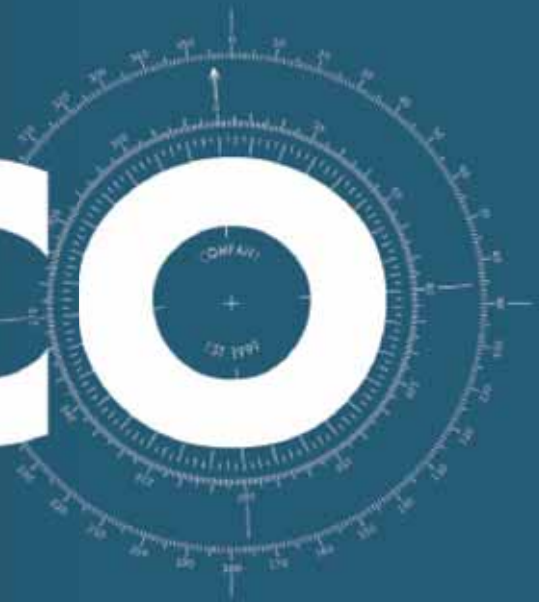


The original 18th century East Wall, visible beneath the glass floor of the Substation.

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OPENING THE BORDERS

IRISH TIMES JOURNALIST PATRICK FREYNE SPENT SOME DAYS IN DUBLIN PORT IN LATE 2023, LEARNING ABOUT THE INNER WORKINGS OF THIS VITAL INFRASTRUCTURAL HUB AND IRELAND'S BUSIEST PORT. HE REFLECTS ON THE EXPERIENCE.



For generations of Dubliners and visitors to our capital city, Dublin Port was out-of-bounds, a vast unknown world hidden behind a massive grey wall. All that has been changing for the last decade or so, however, as Dublin Port Company bid to integrate the Port with the city it serves.

This has been achieved in a number of ways, firstly through a number of 'soft values' projects that help to snip the

invisible curtain between the Port and the city, and latterly through a number of very visible infrastructural changes that have served literally to open up the Port area to the public, including the creation of a public plaza and garden around Port Centre, the official opening of the Substation, and the Liffey-Tolka Project and the Tolka Estuary Greenway, which will encourage cyclists and pedestrians into what were traditionally invisible lands.

IRELAND'S BUSIEST PORT

The Irish Times paid its own visit to Dublin Port last November when journalist Patrick Freyne spent some days in the country's busiest port, chatting to the Harbour Master Michael McKenna, walking the Great South Wall with Heritage Director Lar Joye and going on board one of Dublin Port Company's pilot boats, the Dodder, to take a pilot out to a container ship, the Pavo J, which sailed from Spain.

In the accompanying video on the website (www.irishtimes.com), the Harbourmaster and John Fairley, Head of Land Operations, DPC, explain the ever-growing volumes of cargo traffic through the Port as Irish Ferries' Ulysses unloads 3-4km of traffic within 20 minutes.

Like many of us, Patrick Freyne had only really visited Dublin Port to catch a ferry in recent years, and found himself surprised by the volume of HGVs and materials travelling through the Port. "You get a real window into how much logistics it takes to keep the country running," Patrick explains.

He cites the example of the bread & baking industry: "I didn't realise that nearly all the flour for the bread baking industry comes from the UK and there would be a bread shortage within a few days if for some reason the Port had to shut down."

"In a sense, the Port had been hidden away and people don't realise how much

of their everyday life has come through there," he continues. "I think there is a blank spot about the impact the Port has on our lives. People need to be conscious of environmental impacts in every aspect of our lives, but they also need to realise that when they buy a washing machine, for example, it has come in on one of these big ships. I think some people think it magically arrives into the shop."

ABOARD THE PILOT BOAT

The trip on the Dodder pilot boat was "great fun for my 12-year-old self", according to Patrick, who was left with a renewed appreciation for the work of not just the pilots but the crew of the pilot boats themselves as they navigate what can be very choppy waters to ensure that all traffic moves smoothly into and out of Dublin bay.

"I thought it was rocky but the lads were saying you'd want to see it an hour before," he reveals. "Watching the pilot go from the pilot boat to the ship was intense, even though it was an undramatic version of it. Luckily, there have been no accidents at Dublin Port, but around the world there have been; it's risky enough."

Approximately 2,000 of the 8,000 vessels that come in and out of Dublin Port every year require a pilot – many of the 'regular runners', including the ferries, have a Pilot Exemption Certificate (PEC), having completed an oral exam with the Port Authority, and a Certificate of Competency





Irish Times journalist Patrick Freyne.

set by the relevant national authority (Department of Transport for Irish Seafarers), which means that they don't need a pilot to enter or exit the harbour.

Patrick spoke to Colm Newport, one of DPC's 12 pilots, each one a former ship's captain, who guide these vessels safely into and out of their berth: "They're using your enhanced local knowledge, your handling ability, to basically protect the ship from the Port and the Port from the ship," Colm told The Irish Times, before explaining the more colourful history of the Asgard, nicknamed the "vomit comet" for the amount of seasick trainees who found their sealegs on the training vessel.

PORT DEVELOPMENT OVER THE CENTURIES

Harbourmaster Michael McKenna accompanied The Irish Times journalist for much of his time within the Port Estate, discussing the Port's development over the centuries, when the North Bull Wall and the Great South Wall were built to "put order on the river flow" and explaining how Dublin Bay is home to more than 300 shipwrecks.

He also put the volume of traffic through Dublin Port into context. 21 ships arrive and depart the Port every day, unloading some 5,000 trucks in the process. Patrick's Irish Times article referred to the "sea of containers" within the Port area, as some 36.7 million tonnes of cargo travels through here annually, via RoRo (Roll on, Roll off) and LoLo (Load on, Load off), "the latter typically unloaded by huge yellow, red and blue cranes operated by three competing businesses".

The Port is a place of employment for upwards of 4,000 people, 150 of whom work directly for DPC, across 640 acres, north and south of the river.

The Irish Times' report delved into the changes in the Port due to the impact of Britain's decision to leave the EU, including the development of extended customs and immigration areas and the growth in trade with mainland Europe via "Brexit Buster" ships from ports like Rotterdam that skip the UK land-bridge entirely, avoiding the red tape that increased exponentially in the wake of Brexit.



Michael McKenna, Harbour Master, Dublin Port.

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Approximately 2,000 of the 8,000 vessels that come in and out of Dublin Port every year require a pilot, who meets the ship in the Bay from one of Dublin Port Company's pilot boats.

Patrick also visited the recently opened Substation, the former ESB substation adjacent to Port Centre, which is now a public amenity which houses various exhibitions and events, and where members of the public can view the original 18th century East Wall through transparent glass on the building's floor.

THE GODFATHER OF IRISH LIGHTHOUSES

While walking along the Great South Wall, Lar Joye, DPC's Heritage Director, provided a brief history of the development of the Port and some of its best-known sights, including the Poolbeg Lighthouse and the "godfather of Irish lighthouses", George Halpin.

Lar talked The Irish Times through some of the bigger Port/City integration projects that are in the pipeline, including the Tolka

Estuary Greenway, a 3.2km cycling and pedestrian walk/cycleway which is due to open this summer, the Pumphouse which has been redeveloped as a performance space, and the planned redevelopment of the former Odlums flour-mill into a stunning cultural centre, complete with artists' studios and a museum.

Reintegrating the Port and City in such innovative ways can only be of benefit to the city and its inhabitants, as Patrick summarises: "Dublin Port Company are working really hard to bring more people into the Port, which is a great thing."

Patrick Freyne's original article on Dublin Port can be found on www.irishtimes.com/ireland/dublin/2023/11/04/where-the-liffey-meets-the-sea-dublins-busy-river-port-that-supplies-a-nation/.





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Edel Currie, Community Engagement Manager, Dublin Port Company, with Megan Pepper, pictured outside Port Centre.

CONSTRUCTION SKILLS COURSE REACHES 1,000 GRADUATES

THE DUBLIN CONSTRUCTION SKILLS AND RETROFITTING PROGRAMME, BASED IN DUBLIN PORT, RECENTLY CELEBRATED ITS 1,000TH GRADUATE, A MILESTONE FOR THE COURSE, WHICH PREPARES GRADUATES FOR EMPLOYMENT IN THE CONSTRUCTION INDUSTRY.

The Dublin Construction Skills and Retrofitting Programme celebrated its 1,000th graduate in November 2023. The Port-based three-week course, which is run by St Andrew's Resource Centre in partnership with Inner City Renewal Group, is focused on helping jobseekers upskill quickly and find gainful employment in the construction industry.

Minister for Further and Higher Education, Research, Innovation and Science, Simon

Harris TD, paid a visit to Dublin Port's Substation on November 10 to mark crossing 1,000 graduates.

"The Dublin Construction Skills and Retrofitting programme is a shining example of how innovative training initiatives can have a profound impact on individuals' lives and the local community," noted Minister Harris. "With over 1,000 graduates, this course is not just about numbers, it's about creating opportunities, empowering

people and driving economic growth. It's heartening to see the construction industry embracing and benefitting from this skilled workforce. Congratulations to all involved in this remarkable achievement."

The intense course, for which all candidates are issued with a full set of workwear, prepares recent graduates with a diverse set of qualifications and experience for employment on construction sites. It has consisted of two main components, a Construction Skills Certification at Level 3 and a Retrofitting Assistant Certification, and has recently expanded as a third course was added to the Programme, focused on Services and Cleaning.

Each course involves a placement process, and the organisers work closely with each individual candidate to facilitate their entry into the construction industry. The primary objective of the programme is to have 60% of participants gain employment in the construction sector, with the majority of them securing jobs within four weeks of completing the course, while others go on to further education and training. Notable companies that have hired graduates include John Sisk & Son, Careys Building & Civil Engineering, Walls Construction, Alufix, and Clarke Concrete.

Barry O'Connell, Chief Executive, Dublin Port Company, said: "Dublin Port Company are extremely proud to play host to the Construction Skills Course. The Port has

long-standing ties with St Andrew's and we are delighted to facilitate the great work they are doing for the local community and beyond. To pass 1,000 graduates is a phenomenal achievement and a lot of credit must go to all involved."

TAILOR-MADE CURRICULUM

The curriculum is tailored to individual needs and capabilities. The range of modules includes:

- Induction
- SOLAS Safe Pass
- Manual Handling
- Abrasive Wheels
- MEWP (Scissors and Boom)
- Working at Heights
- QQI Level 3 Construction Skills
- Introduction to Block Laying – 3 days (on-site)
- Introduction to Plumbing and Plastering – 3 days (on-site)
- Introduction to Carpentry and Decoration – 3 days (on-site)

Graduates from the Dublin Construction Skills and Retrofitting Programme.





The ceremony for graduates of the Dublin Construction Skills and Retrofitting Programme attracted a big crowd to the Substation in Dublin Port.

The inception of the programme can be traced back to a collaborative effort involving the Department of Social Protection, St Andrew's Resource Centre and Dublin City Council. This initiative arose in response to the need for a local workforce to support the construction of the incinerator site in Ringsend in 2016 and the Strategic Development Zones in Dublin Docklands. St Andrew's Resource Centre devised a strategy to facilitate the recruitment of local workers on the east side of the inner city.

Edel Currie, Community Engagement Manager, Dublin Port Company, described the programme as "truly a life-changing experience for some of the graduates. There are amazing stories of people, men and women, from the local community who have flourished in the construction industry off the back of this course. We have even seen some graduates working within the Port, so it gives us immense pride to see the difference it can make to people's lives."

Jim Hargis, Manager of the Education and Training Hub at St Andrew's Resource Centre, said: "We are immensely proud to reach 1,000 graduates at Dublin Port's magnificent Substation. The success of the project, and something that gives me great satisfaction, is that it is always evolving to ensure it meets employers' needs. I would like to give a huge thanks to Dublin Port for giving us the platform to stage the course and supporting us."

THE 1,000TH GRADUATE

The Programme's 1,000th graduate, Ballymun native Megan Pepper, has dreamed about working in the construction sector since she was a small girl.

"I always wanted to work and follow in my dad's footsteps," Megan admits. "I was working in construction for a while, but I wanted to move on to better things."

When she heard about the programme from Intreo in Ballymun, she was interested in taking part and did so in September 2023. Megan is delighted she made that decision: "I learned a lot about how to talk to people and how to actually work with groups of people and teamwork; it was great for that."

Megan has been accepted as an apprentice stone cutter and stone mason with the Office of Public Works and is just chomping at the bit to get going. "I can't wait to start," she laughs. "I can't sit down."

She would definitely recommend the course to anyone else, "especially to women going into construction. I've always wanted to go into building and my dad always told me I'm no different to any man. But I wouldn't have got as far as I did without knowing how to go about it properly."

A SIGNIFICANT MILESTONE

Reaching the milestone of 1,000 graduates is "very significant for a project like this," according to Jim Hargis. "We're not a state

training provider or anything of that nature, so for this collaboration to deliver those kind of figures is remarkable. I've done this kind of work for 33 years and we've never had anything like these numbers before. It's something we never imagined that we'd be able to deliver for the client group it's targeted at, which is unemployed people who want to work in construction."

By the end of 2023, the programme had close to 1,200 graduates, with Jim estimating that approximately 65% of these have found employment in the construction industry. Jim is ambitious that there will be another 1,000 participants over the course of 2024. "We have expanded it quite significantly and widened our target group," he explains. "People have suggested that there should be a programme like this in every town in Ireland but that wouldn't work; you need a central hub, where there is a lot of work around, like the centre of Dublin and the Port area. When the Programme began, we initially focused on the north and south inner city, but now we are taking people from all over, provided they are unemployed and they want to get work."

The Education and Training Manager is looking forward to the programme's continued expansion in the months ahead. Numbers have been rising through word-of-mouth alone: "We don't spend money on advertising, so people are coming to us because they had a friend or a colleague who did the course."

Jim is particularly grateful to Dublin Port Company for the support they provide. "None of this would be possible without the Port facilitating the programme," he says. "I understand that we're ticking all kinds of community boxes from the Port's point of view and from our point of view, we are provided with such great facilities. We have fantastic premises and they have been remarkably helpful. It really is a partnership made in Heaven."



Megan Pepper, the 1,000th graduate of the Dublin Construction Skills and Retrofitting Programme.

CONSTRUCTION SKILLS COURSE BY NUMBERS:

- Almost 1,200 people have graduated.
- 60-65% of graduates start a job within the first month.
- Female interest in the course is growing – 10% of graduates in 2023 were women.
- Over 90% of candidates complete the three-week course.
- 102 courses have been completed since 2017.



Pictured are (l-r): Barry O'Connell, Chief Executive, Dublin Port Company; Megan Pepper, the 1000th graduate of the Dublin Construction Skills and Retrofitting Programme, and Minister for Further and Higher Education, Research, Innovation and Science, Simon Harris TD.

ENGAGING WITH THE COMMUNITY



DECLAN MCGONAGLE, CURATOR OF DUBLIN PORT COMPANY'S ART & ENGAGEMENT PROGRAMME, HIGHLIGHTS SOME OF THE VARIOUS STRANDS INCORPORATED IN THE PROGRAMME, FROM COMMUNITY WORKSHOPS TO STUDENT ENGAGEMENT PROJECTS, PUBLIC PERFORMANCES AND EXHIBITIONS.



Dublin Port Company (DPC) is continuing the process of connecting the Port and the city as part of its long term Port/City Integration Strategy and its innovative Heritage and Communications programme. The engagement Programme is based on pathways established by Lar Joye, Port Heritage Director, and Edel Currie,

Community Engagement Manager, with key supports from Facilities, Administration and Security staff.



DPC's Art & Engagement Programme is specifically designed to give form to this connection by bringing together communities of place – close to the Port and with longstanding relationships with the story of the Port – and communities of



interest, across the arts and educational sectors. In particular, it seeks out those who are involved in the past, present and future stories of Dublin Port as an integral part of Dublin city.

The purpose of the Art & Engagement Programme is to create wider public understandings of the Port, its work and life, its cultural and social, as well as its key economic value, in the context of the overall Heritage and Communications Programme. This takes the form of artist-led creative workshops in community settings, short residencies by individual artists and designers, performance events and other public events, all focused on researching, exploring and communicating the past, present and future stories of the Port.

The Art and Engagement programme has been underway since mid-2022. It includes completed art and design outputs, such

as large-scale projections incorporating live and still imagery, as well as workshops led by experienced artists with pupils from St Laurence O'Toole Primary School and second level art students from Ringsend College.

Under a comprehensive programme of future work, established artists and students will participate in short residencies and performances, including theatre and music – designed and customised for the Pumphouse context. These have been developed in partnership with theatre companies, ANU and Fishamble, as well as with students from the National College of Art & Design (NCAD), UCD's School of Architecture, the Design and Material Culture Course at NCAD, as well the Sean O'Casey Community Centre's Art Group and teenage members of the East Wall Youth Centre.

WORKSHOPS WITHIN THE COMMUNITY

In the second half of 2023, the art group in the Sean O'Casey Community Centre engaged in a series of workshops on the theme of 'Mapping East Wall', in which mature memories and experiences of



Autumn 2023 saw 'States of Independence', organised by Smashing Times Theatre Company at the Pumphouse: a celebration of change-makers from the Decade of Centenaries 1912-1922, linked to change-makers of today, across a series of performance events.





A group of students from Ringsend College on their research visit to the Pumphouse.

Port and community life were drawn up in individual visual diaries. These memories will form the basis of an inter-generational workshop and a public exhibition in the early summer of 2024, with young people from communities around the Port heavily involved.

The art group in St Andrews Resource Centre also engaged with DPC's programme, through painting, drawing and creative writing workshops with themes of Port and city life. The artworks from this community workshop process will be exhibited later this year, with associated public events, expanding public perceptions of Dublin Port, in the story of the city and its communities. The artworks which have emerged represent intimate responses and personal reflections on the presence of the Port in changing community contexts.

THIRD LEVEL STUDENT ENGAGEMENT

In addition to community engagement, the Programme also involves Third Level students in art, design and architecture, in research and study groupings and short residencies in the Pumphouse building and precinct, dealing with ideas and issues of urban development and the range of subjects associated with an important working port.

Graduate and post-graduate students from the National College of Art and Design [Fine Art and Printmaking] and students of the School of Architecture at UCD, focused on the wide ranging work of the Port, its physical environment, its river and coastal

setting. This included speculative design projects for the future development of the Port and its urban setting. This year, a new architectural grouping, Rubble, is working with School of Architecture students in the Pumphouse, reusing unwanted materials collected from businesses in the Port.

RECREATE: FROM 'TRASH TO TREASURE'

In the summer period of 2023, the Pumphouse hosted the Recreate organisation in a residency and workshop process. Recreate collects and warehouses unwanted materials for reuse for creative purposes. The Recreate residency took the form of creative reuse projects, with adults



Students from Ringsend College engaged in workshop activity at Dublin Port.

and young people, exploring self-sufficiency gardening, the recycling of fabrics and other hard materials under the heading of 'Trash to Treasure'.

A 'pop-up' warehouse of materials was also established, where various educational and community groups came to the Pumphouse, engaged in workshop activities and collected materials for creative reuse in their own community settings. The Recreate team of artists led the workshop process based on a circular economy model as it applies to businesses based in and using Dublin Port.

These ideas around recycling continue into 2024 with another follow-up collaborative project with the Stretch Academy and the

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'Study In Grey' was a poetic mediation on language and landscape as a site-specific installation for the Pumphouse as part of its function as a site for research, study, learning workshops and creative production.

Silvia Loeffler, who led the Sean O'Casey workshop group, presented a series of veiled fabric hangings in the top floor studio space in the Pumphouse with a well-attended public discussion event in October 2023. Her pieces reflected the subjects of citizenship and transition, themes which had originally been explored also in art workshops at NCAD. The delicacy of Loeffler fabric hangings contrasted strongly with the industrial nature of the Pumphouse spaces to beautiful effect.

ENGAGING WITH SCHOOLS

Ringsend College students are continuing their involvement in the Port's Heritage and Communications Engagement Programme. They are participating in a workshop series, led by art teacher, Eimear Dooley, and artist Laura O Hagan. Following research visits,

Early Learning Initiative at the National College of Ireland, which will focus on the very young, based around Port/city themes in relation to sustainability issues.

ARTISTS' INSTALLATIONS

Two individual artists' installations took place in early summer and early autumn 2023 in the Pumphouse. Both artists, Janine Davidson and Silvia Loeffler, lead ongoing community and educational workshops and created new artworks related to themes explored in their workshops on the Port, migration, transnational relations and community contexts.

Janine Davidson is a Master Printmaker and presented a large-scale video projection work, 'Study In Grey', which was based on her Arts Council funded residency at the Caribbean Marine Biological Institute in Curacao.



the students are creating preparatory works in drawing, print and ceramics representing 'what is above and what is below' the waters of Dublin Port. Images of man-made and natural, organic phenomena are being produced as preparation for a proposed permanent ceramic mural in the College. A public exhibition of the work produced in these sessions is upcoming in Dublin Port's newly restored Substation building at Port Centre.

Student teachers from NCAD's Faculty of Education have also worked with local primary schools, exploring new creative materials and techniques and the theme of

Dark Fog was an exhibition presented at the Pumphouse, Dublin Port, by artist Silvia Loeffler.



CREATING NEW HORIZONS

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Artist Janine Davidson's film-poem 'Study In Grey' at the Pumphouse.

'belonging' as reflected in selected objects, informing some visual and oral storytelling relating to the Port and community contexts. The micro-residencies with the NCAD Studio Plus student group continued working into the early summer of 2023, with course work including observational study and responses to the immediate environment of the Pumphouse within the Port.

All of the Post-Primary and Third Level students responded strongly to the unusual situation of the Pumphouse and the access



the Programme allowed for research, study and production in the heart of a busy working Port.

'STATES OF INDEPENDENCE' AT THE PUMPHOUSE

For a period in autumn 2023, the Pumphouse was taken over by 'States of Independence', organised by Smashing Times Theatre Company in a celebration of change-makers from the Decade of Centenaries 1912-1922, linked to change-makers of today, across a series of performance events in the Pumphouse.

Selected artists created new artworks for public display on billboards at Dublin Port, as well as in other sites in Ireland and online. 'States of Independence' involved community access and workshops, as well as public performance events. The season took place in the context of the Dublin Festival of Human Rights and explored ideas of theatre and social engagement and human rights.

The Pumphouse provided a dramatic setting for the public events and an unusual experience for the large numbers of people who attended and/or participated. This season was supported by the Arts Council, the Dept. of Tourism, Culture, Arts & Gaeltacht, as well as Dublin Port's Heritage & Communications Programme.



DUBLIN PAINTING & SKETCHING CLUB CELEBRATES 150 YEARS

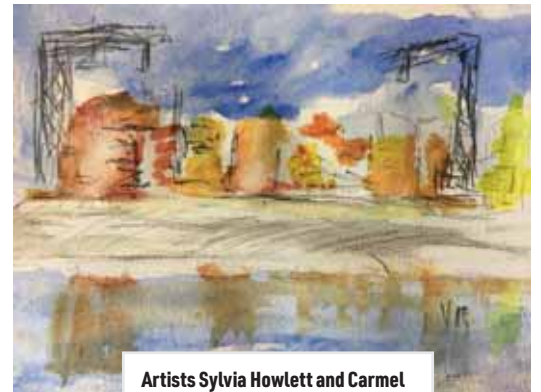
This year, a large-scale exhibition of paintings and drawings on Port and Maritime themes, 'Shorelines' will be



Artist and Master Printmaker, Janine Davidson.



presented by members of the Dublin Painting & Sketching Club, which is celebrating its 150th Anniversary Year.



Artists Sylvia Howlett and Carmel Gormley's work on the subject of 'Port Boundary'.



Founded in 1874, the Club has held exhibitions in Dublin in the 19th, the 20th and the 21st centuries. 'Shorelines' is one of a series of exhibition and events to mark the anniversary year. It will include 50 artworks in traditional media, representing views of the working Port and other smaller harbours and adjacent shorelines. It follows on from several open-air painting days by members of the club and exhibitions in recent years facilitated

by Dublin Port Company, one of which was held in Port Centre in 2023. This year's exhibition is to be housed in the newly restored Substation building at Port Centre in March.

The Programme in 2024 is wide-ranging and inclusive. It continues the ambition to create new perspectives of the Port, across generations in Port communities and across different sectors in education and the arts, to ensure Dublin Port remains a centre for art and community engagement, strongly connected to Dublin City.



High Tide, Balbriggan Harbour, painted by Dave West, as part of the Dublin Painting & Sketching Club's exhibition in the Substation.



Deirdre Kearney's painting 'East Link', part of the Dublin Painting & Sketching Club's Exhibition in the Substation.



Pictured are (l-r): Jim Kelleher, Head of Special Projects with the Port Heritage & Communications Team; José Sanchez, Director of Agenda 2030 by AIVP (International Association of Ports and Cities); Barry O'Connell, CEO of Dublin Port Company; and Lar Joye, Heritage Director, Dublin Port Company.

DUBLIN PORT COMPANY COMMITS TO SUSTAINABLE PORT-CITY DEVELOPMENT

BY SIGNING THE AGENDA 2030 BY THE INTERNATIONAL ASSOCIATION OF PORTS AND CITIES, DUBLIN PORT COMPANY HAS DOUBLED DOWN ON ITS COMMITMENT TO THE SUSTAINABLE DEVELOPMENT OF THE PORT IN THE COMING YEARS.

Dublin Port Company (DPC) officially signed the Agenda 2030 by AIVP (International Association of Ports and Cities) in October 2023, when DPC Chief Executive Barry O'Connell was joined by José Sanchez, Director of the Agenda 2030 by AIVP, at Dublin Port's Substation to mark the occasion.

This significant milestone highlights DPC's dedication to integrating the Port and the city through preservation of port heritage and identity, promotion of sustainable energy alternatives and protection of Dublin Bay's biosphere.



Barry O'Connell, CEO of Dublin Port Company, signs the AIVP Agenda 2030 alongside José Sanchez, Director of Agenda 2030 by AIVP (International Association of Ports and Cities).

AIVP's 2030 Agenda is the world's first initiative to adapt the UN's 17 Sustainable Development Goals for the specific context of port-city relations. The document seeks to create a deeper connection between ports and cities and was produced jointly between AIVP members, which include local, regional and national authorities, private enterprises, ports, universities and architectural firms, at the Quebec Conference in 2018.

THE 10 KEY GOALS OF PORT-CITY INTEGRATION

The Agenda 2030 by AIVP is a comprehensive framework that seeks to develop sustainable port-city integration strategies across 10 key goals. Each one of these goals connects to the United Nations 2030 Agenda, which Ireland is signatory of, and to the holistic approach needed to reconnect ports with their respective cities along sustainable lines.

These 10 key goals are:

- Climate change adaptation
- Energy transition and circular economy
- Sustainable mobility
- Renewed governance
- Investing in the human capital

- Port culture and identity
- Quality food for all
- Port/City interface
- Health and life quality
- Protecting biodiversity

By signing the Agenda, DPC joins an international community of port cities in its support for each of these goals.

DPC ACTIVELY PRESERVING PORT CULTURE AND BIODIVERSITY

The Agenda was signed in DPC's newly refurbished Substation, a symbol of Port culture and identity, where the public can view the original 18th-century sea wall which gives the East Wall its name.

The Substation project is just one of several initiatives from DPC to preserve Port culture and integrate the Port and the city. The Liffey-Tolka Project will integrate the Port with the city through 6.3 kilometres of pedestrian paths and cycleways, allowing parts of the Port estate to be accessible to the public like never before.

DPC has also expressed its commitment to protecting the biodiversity of Dublin Bay, which is one of only two UNESCO



biosphere reserves on the island of Ireland. It continues to support projects from Birdwatch Ireland and the Irish Whale and Dolphin Group to monitor the variety of species within the biosphere.

A GLOBAL EFFORT TOWARDS SUSTAINABLE PORT CITIES

“We are proud to sign the AIVP Agenda 2030 and join the global effort to create sustainable port cities,” revealed Barry O’Connell, Chief Executive, Dublin Port Company. “Dublin Port Company is

committed to pushing forward on the 10 key goals of the agenda and is currently making strides in the realms of port culture and port-city integration with our newly refurbished Substation venue and comprehensive Liffey-Tolka project, which lets the public in to 6.3 kilometres of pedestrian and cycle-ways around the Port.

“Any Port should be a good neighbour to its city,” he continued, “and it is heartening to see this agreement mark an international consensus in this regard.”

José Sanchez, Director of Agenda 2030 by AIVP, said: “Dublin Port Company’s leadership in embracing sustainable practices sets a remarkable example for port cities worldwide. By signing the AIVP’s Agenda 2030, they reaffirm their dedication to making port cities more resilient, vibrant and environmentally responsible.

“Dublin Port Company’s progressive steps towards sustainable port-city relations are a testament to their dedication to the long-term well-being of their community and the planet,” he concluded. “Their unwavering commitment to the Agenda 2030 by AIVP is sure to inspire positive change in the global port city community.”



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DENIS BERGIN: A UNIQUE PHOTOGRAPHIC LEGACY

The opening of Port Centre, documented by Denis Bergin, in 1981.

THE DUBLIN PORT COMPANY ARCHIVE HAS BEEN EXPANDED TO INCLUDE THE UNIQUE PHOTOGRAPHS OF DENIS BERGIN, WHOSE INCREDIBLE IMAGES DOCUMENT A REMARKABLE PERIOD OF CHANGE WITHIN THE PORT OVER THE SECOND HALF OF THE 20TH CENTURY.

During the second half of the 20th century, the history of Dublin Port has been one of expansion, modernisation and dramatic annual increases in the volume of trade passing through what is Ireland's busiest port.

With the move to containerisation in the 1960s, it became necessary to provide purpose-built container terminals with adequate back-up land and facilities.

This represents a significant era for civil engineering to accommodate growing trade demands and technological advancements. Construction of iconic landmarks like the

ESB chimneys and the East Link Toll Bridge in the 1980s underscored the integration of engineering and architectural elements to enhance port accessibility and connectivity.

DENIS BERGIN: DOCUMENTING FOUR DECADES OF CHANGE

These key moments for Dublin's urban and economic development were documented by the lens of photographer Denis Bergin who was frequently commissioned by the PR manager for what was then Dublin Port and Docks Board. Over a period of four decades, the dynamic interplay between civil engineering innovation and the evolving

demands of maritime trade helped to shape Dublin Port into a modern and efficient hub of commerce.

understanding the Port's historical context, complementing records produced by the Dublin Port and Docks Board and Dublin Port Company.

The view east into Dublin Bay prior to the development of the East Link Toll Bridge.



BRIDGING THE ANALOGUE AND DIGITAL ERAS

What sets the Bergin Collection of photographs apart is its comprehensive coverage, bridging the analogue and digital eras. With nearly 40% of the collection documenting the period from 1998 to 2005, it offers a seamless transition between decades, providing researchers with a nuanced understanding of the Port's evolution. Additionally, the inclusion of aerial shots adds a unique perspective, offering invaluable insights into the Port's spatial layout and operational dynamics.

Beyond its historical significance, the collection's medium adds another layer of

Denis Bergin's roots in the area trace back to his tenure as an articled clerk for a tea company on Castleforbes Road. This early exposure to the industrial landscape laid the groundwork for Bergin's eventual transition into photography, which started in 1969, when he was commissioned to photograph the Texaco site. In addition to his work with Dublin Port, Bergin's lens also immortalised significant visual narratives for other major companies, including PJ Carroll, Guinness, Dunlop, Smurfit and Irish Distillers, cementing his status as a prolific chronicler of Ireland's industrial heritage.

depth and importance. With approximately 9,000 negatives and 500 contact sheets, this archive offers a unique glimpse into the photography process. Contact sheets, often

The significance of the Bergin Collection lies not only in its portrayal of infrastructural developments but also in its portrayal of the Port's symbiotic relationship with various stakeholders, from governmental bodies to trade and shipping companies. Each photograph encapsulates the intricate web of interactions that shaped Dublin Port's narrative. Moreover, it serves as a vital resource for




The view east from the Custom House in 1979.

METICULOUS PROCESSING

The collection has undergone meticulous processing under the careful supervision of port researcher and cataloguer Marta Lopez. Each item has been meticulously listed, classified and dated, ensuring comprehensive organisation and accessibility for researchers and enthusiasts alike.

Furthermore, after a thorough assessment of the collection's condition and preservation needs, an upgraded conservation solution has been selected. This proactive measure involves transferring the photographs to new sleeves and albums, designed to



Denis Bergin's photos captured the construction of iconic landmarks within the Port Estate, such as the ESB chimneys.

overlooked in traditional archives, serve as primary sources, preserving the essence of Bergin's artistic journey and the meticulous planning behind each photograph.



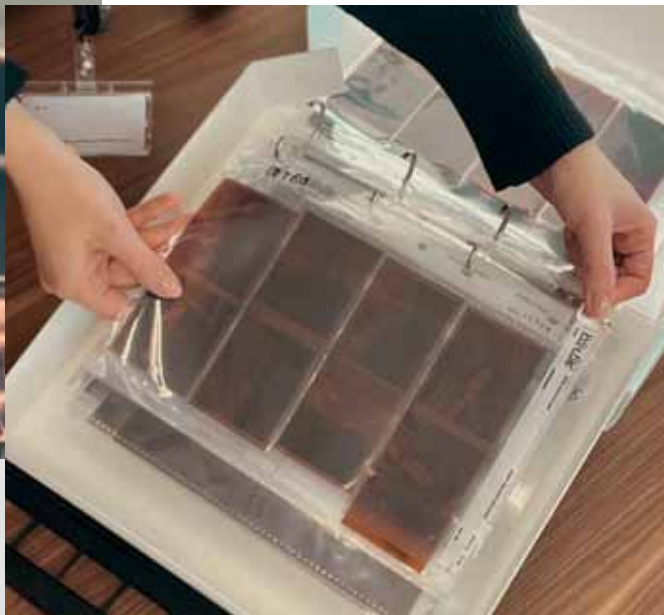
The Substation, now a prized part of Dublin Port Company's distributed museum, as it was in the 1980s.

safeguard them from environmental factors, light exposure and potential deterioration over time.

By implementing these preservation measures, Dublin Port Company is ensuring that Denis Bergin's invaluable photographic legacy remains protected and accessible for generations to come, serving as a timeless window into the Port's rich history and evolution.



The first Dart train arrives in Ireland via Dublin Port in 1983.



The Bergin Collection's 9,000 negatives and 500 contact sheets offer a unique glimpse into the photography process of the 20th century.

MARITIME FOR A CAREER CHANGE?

THE IRISH NAUTICAL TRUST RUNS THE LANDMARK COMPREHENSIVE MARITIME TRAINING COURSE, EQUIPPING THE NEXT GENERATION OF SEAFARERS FOR A CAREER ON THE WATER.



The Irish Nautical Trust are ensuring that the next generation of local seafarers, marine operatives and deck hands are equipped with the right skills for the job, via their comprehensive Maritime Training Course, which runs three times per year, preparing up to 27 men and women every 12 months for a career on the water.

“We train them, so they have the qualifications to begin their journey to go and look for maritime jobs,” explains Jimmy Murray, Irish Nautical Trust. “That’s our mission; this is about the preservation of skills in the local area.”

The syllabus covers a range of topics aimed at preparing individuals for a maritime career. It is suitable for anyone aged 18 and over, from any background, who is currently unemployed or thinking of a career change. “There is no upper age limit,” Jimmy explains. “We get a lot of people who feel that their age may restrict them for applying for a position on the course. What we say to people like that is, just go for it.”

It’s a 12-14-week, full-time 9am to 5pm course, and the organisers warn that applicants need to be physically fit and

prepared to be in demanding conditions as this is a challenging course, physically and mentally.

COMPREHENSIVE SYLLABUS

The comprehensive syllabus includes a substantial amount of classroom, online-learning, as well as on-the-water experience, with all graduates guaranteed a minimum of 50 logged hours of on-the-water boat training.

Topics include:

- ENG11 Medical
- STCW Personal Survival Techniques
- STCW Elementary First Aid
- VHF Short Range Radio Licence
- Power Boat Level 2 Licence
- Guaranteed minimum of 50 logged hours of on-the-water boat training (ISA Commercial Endorsement)

Participants will also develop skills in:

- Vessel Maintenance and Boat Preparation
- Coastal Navigation
- Admiralty Charts
- Passage Planning
- Weather Analysis and Forecast Interpretation
- Tides and Tidal Theory
- Buoyage and Navigating in Pilotage Water



The training programme, which is sponsored by Google.Org and Dublin Port Company, educates trainees on the importance of the marine environment and the biodiversity in Dublin Bay and the River Liffey. Dublin Port Company further support the course and the Irish Nautical Trust by sponsoring the Liffey Ferry and the Liffey Sweeper, two of the vessels on which course participants train.

“Our focus is to educate trainees in maritime skills and also how to care for the maritime environment. Our target group are those who are vulnerable early school leavers and unemployed. In addition to this training, we want to encourage more women into the maritime industry,” says Jimmy. “This project primarily involves those who are unemployed within the Port and Docklands area by providing the necessary skills to ensure sustainable employment within the maritime sector. It also brings a positive impact to both individuals and their communities by providing the opportunity to engage in education and training in the maritime sector.”

NO MARITIME EXPERIENCE

Most participants on the Course come from the Docklands area, and many of them are

long-term unemployed. As many as 95% of them have no previous maritime experience.

“I could sit you in a car and show you how to go up and down the road, but just because you can steer a car doesn’t mean you can drive,” smiles Jimmy. “In a boat, you have a whole other list of scenarios; so as well as driving, you’re dealing with a bumpy road, wind and rain. So we train participants for all eventualities; you get to know weather conditions, weather patterns, how that changes every day, how that could affect your use of your boat and there is no better marine environment than the River Liffey and the working area within Dublin Port.

“Then you get to use a variety of boats as you’re training, from 19-foot open boats with 15hp outboard engines (sticks) to ribs with 100hp outboard engines, and work boats with inboard engines with a gross tonnage of 22 tonnes. The first three weeks



of the course is spent learning about boats, then trainees go on to the Sea Man Ship Centre in Killybegs, Co. Donegal, for more training, including STCW Personal survival techniques, STCW Elementary First Aid. “We are receiving very positive feedback



from participants for this part of the course. They tell us it's the best thing they have done," Jimmy reveals.

The Irish Nautical Trust use a number of vessels to train graduates, including the Old Liffey Ferry No. 11, which returned to the capital's waters in 2019 after a 25-year absence, The Rinn Voyager, which is a 17-tonne sailing ketch rig, and the Liffey Sweeper, an environmental vessel designed to collect large amounts of non-natural aquatic debris such as plastic, cans and bottles from the city's waterways. All of these vessels were sponsored by Dublin Port Company, who are delighted to see them used to help train the next generation of seafarers and port workers.

Participants learn how to use VHF short range radio, and employees from Dublin Port's Harbour Operations explain how Dublin Port's Vessel Tracking System (VTS) works. "The Port are very much involved in communicating to trainees all about the movement of traffic within the Port area, the rules and regulations of the Port, advising

them on water safety within the Port, as well as telling their own stories of where they started and their journey within the Port."

The course is extremely practical, teaching participants how to maintain the boat and its engine, how to navigate using charts and more modern computer technology, as well as the ancient seafarer's craft of knots.

Course participants then gather valuable work experience within the Dublin Port area, before the Irish Nautical Trust bring in outside examiners to put them through their paces and to certify them.

"It's a fairly intensive course," admits Jimmy. "However, if you put in the effort, you will pass it. It doesn't matter if you are not great with computers or spelling; the trainers are there to help you all the way through the course. That's our job, and we know the method we use for learning works, because the results have been hugely impressive. Our training is carried out by our course coordinator Jimmy Dent and his training team. A unique aspect of our training is to





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invite local experience mariners with vast knowledge and experience of working in and around the Port and Dublin Bay Area.”

He’s not wrong. Approximately 75% of those who have completed the course since 2022 have found employment in the sector, with a further 15% going on to further maritime education. Jimmy cites the example of one graduate: “When he started with us, he hadn’t a clue about boats. Now he drives a 60-passenger boat up the River Liffey and he loves his job.”

The Course is unique in Ireland, according to Jimmy, and is growing and developing every year, as the Irish Nautical Trust add even more modules to equip participants with the range of skills necessary for working on the water.

“Everything we teach them in the classroom, we encourage them to put it into practice on the water. We don’t just tell them a story; we want them to work the story, by going out on the water, and carrying out the exercise,” Jimmy explains. “There is a great personal satisfaction for participants when they achieve this.”

A DIFFERENT ENVIRONMENT

While acknowledging that working on water is “a different environment” to most people’s working life and one they must adapt to, Jimmy believes that the vast majority of course participants are delighted with their new career. They are learning a maritime language and maritime skills, but Jimmy believes that it is more than that: a way of life.

“We’re river people,” he says simply. “Always have been. That’s why we concentrate within the Port area, trying to build up this community and making them aware of the rich history of the Port and the wider Docklands area.

“It’s great to see people coming in raw, getting to know everything and then earning a living from it,” Jimmy summarises. “We don’t guarantee that anyone will get work but we guarantee that they are qualified to do the job, that they are as prepared as they can be.” For more information, please visit www.Irishnauticaltrust.ie.

WHAT THEY SAID...

Three recent Maritime Training Course participants have their say on the course.

“When I first saw the advertising from Irish Nautical Trust detailing the Course content, I signed up immediately and was accepted onto the course, as it was a career change for me, from an office workplace environment to an outdoor marine work environment,” explains Keith, one of the course graduates. “I did not know what to expect, but thankfully, it was a big decision I do not regret. Irish Nautical Trust staff are very professional and the course training and content is excellent. I now work in a Marine environment.”

Another graduate, Ryan, declared himself “incredibly pleased” with both the course and the way it was designed: “A lot of thought went into the course and it helped me quite a bit. The experience that I got from the course was something I’ve never experienced before, getting to look into what really goes on while you’re at sea and everything it takes to be safe; it is really more than I thought and overall, I really enjoyed the course. I have a full-time job working on a boat.”

A third graduate, James, described the Maritime Training Course as “a top-class way to learn about the sea”. “The course is very detailed, from the tides to showing you the rope work,” James explained. “It is taught in a very practical, hands-on way. You also get a real insight into the connection the community around Dublin Port have to the sea. I would advise anyone to go for it, without hesitation. The trainers are very open and helpful too.”



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EMBRACING NEURODIVERSITY

THROUGH ITS COMMUNITY FUND, DUBLIN PORT COMPANY IS SUPPORTING TWO COMMUNITY GROUPS FOR NEURODIVERSE CHILDREN AND THEIR PARENTS, ONE ON EITHER SIDE OF THE LIFFEY.

Dublin Port Company is supporting two community groups, set up by parents of neurodiverse children, on either side of the River Liffey as part of its Community fund.

On the south side of the river, NIRP (Neurodiversity - Irishtown, Ringsend and Pearse Street) is a support group for parents of neurodiverse children living in those areas, which was set up in 2021, while on the other side of the water, NIC

(North Inner City) – Side By Side was established in August 2022.

Both groups were formed by parents who wanted to organise regular community meet-ups, events and support for children with additional needs. Indeed, when they were setting up, the NIC Side by Side committee made contact with their counterparts in the south inner city for advice on organising and funding events.

The committees of NIC and NIRP are in close contact.

“We are maybe a year or two ahead of NIC - Side by Side, who reached out to us, so we have helped and advised them on funding,” explains Louise Weafer, Chairperson of NIRP. “We link in with them regularly.”

Both groups recently collaborated on an Empowering Women course, facilitated by Google, in the process creating a booklet on the important work they carry out and encouraging other parents across Ireland to form similar organisations.

“We brainstormed over the weeks of the course,” Louise explains. “We made a booklet, which we are very proud of, that will be delivered to communities all over Ireland because we believe that

NIC - Side By Side was established in August 2022 as a support group for parents of neurodiverse children in the north inner city.



every community should have their own neurodiversity group.”

SUPPORT FOR PARENTS

NIRP began life as a “support for parents who have just started this journey and have no idea what’s down the road regarding services, education and everything else,” according to Louise. “Of course, we are also there for parents who are in similar situations to just talk to each other.”

NIRP also advocate for additional services from the HSE and for more school places for neurodiverse children in the locality. NIRP now has 49 families as members, having grown from 23 over the last few years, with more families seeking to join all the time.

Rachel Kane, treasurer of NIC - Side by Side, believes that their group has been “a lifeline, especially for parents that are only coming through a diagnosis”.

Rachel, who is also one of the family representatives for the North Inner City with the Children’s Disability Networking Team (CDNT), was heavily involved in setting up NIC Side by Side from day one, along with Chairperson Michelle Curtis. “We wanted to try to put together something for the kids that was specially for them. We started with a fun day for our launch, then we offered football on Saturday mornings and we progressed from there.”

NIC - Side By Side now runs a range of events every week for neurodiverse children and their parents, based at St Mary’s Youth Club in East Wall, including football on Friday afternoons and a special indoor play and social event every Saturday.

“The funding we received from Dublin Port Company, from Google and other companies allowed us to buy sensory toys and we now run an event every Saturday morning called Side by Side Saturdays, where kids come for an hour and have a play with occupational, sensory based toys and the parents have a chance to chat,” Rachel explains.

NIRP set out to link in with as many local sports clubs, businesses and people as possible, many of whom help them in running their events, including their weekly after-school activity programme. “We’ve linked in with the local swimming clubs, the FAI Football for All programme, whereby



NIC - Side by Side has set up a host of activities throughout the year.

the kids now take part of football blitzes throughout the year with other clubs of similar needs, and we run a Wednesday club called Danspire, which is a dance/ OT mobility class for the younger kids, while some of the older children take part in equine therapy in Child Vision in Drumcondra.”

NIRP also linked in with DCC libraries, where several times a year, they have a library day. “All of the books are delivered to my home and they are all about different conditions, about a road-map to this new world you’re living in [with a neurodiverse child], as well as books for the children,” notes Louise.

They also now run a number of camps throughout the year, including at Christmas, Halloween, Easter and during the summer, as Louise explains: “Up to two years ago, if you wanted your child to be a part of summer camp in the local area and if they had additional needs, you would have to get Garda-vetted and go on the summer camp with your child. Some parents are working and weren’t able to do that. For others, the

costs became prohibitive. So we started our own summer camp and we’re now in our third year, where we organise a full week of activities, Monday to Friday, bringing them to Emerald Park, to the cinema, to the equine therapy.”

CELEBRATING OUR CHILDREN

NIC - Side by Side now have upwards of 50 children on their books, with ages ranging from two to 13, and they continue to offer support and events for children and their families. This year saw the group offer special sensory swimming hours for neurodiverse children and their parents (part-funded by Swim Ireland), an Easter event to celebrate World Autism Day,



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NIC - Side By Side runs a range of events every week for neurodiverse children and their parents.

summer-long events with East Wall Water Sports, as well as horse-riding lessons in Child Vision in Drumcondra, pumpkin picking at Halloween, a week-long summer project and a Christmas party.

“The Christmas party was amazing,” Rachel recalls. “It was sponsored by Provincial Security, who raised €1500, and we had real Scandinavian reindeers and Santa and the Grinch. A lot of these kids wouldn’t normally be going to see Santa at all, so for us to be able to do that was amazing. Santa was brilliant with the kids, walking around and letting the kids get photos with him, but on their own terms. One of the mams came up to me afterwards and said her son, who is seven, never gets into a photograph and never goes near Santa, but he was only short of going home with Santa.”

Both groups celebrate World Autism Day on April 2 with huge events “to celebrate our children”, remarks Louise, who recalls NIRP’s 2023 event in Ringsend Park, which was “an amazing day: the local TDs, all the local businesses, came down. Up to 500 people did laps of the park, we had a cake sale, we had music and petting farms, all funded by our sponsors.”

It’s not the only park event for NIRP, who have recently installed communication

boards in local parks, with symbols designed to assist children who are non-verbal or may find it difficult to make people understand what they are trying to say.

NIRP have also linked in with autism charity AslAm and are on the “journey to make Ringsend, Irishtown and Pearse Street an autism-friendly town, linking in with local businesses”.

EMPOWERING PARENTS WITH FURTHER EDUCATION

The committee at NIRP also seek to “empower parents”, Louise explains. Two years ago, they began a pilot scheme, funded by Google, whereby some of the parents within the group went back to college, studying to be Special Needs Assistants (SNAs) to QQI levels 5 and 6. “Some of those parents are now working



NIRP (Neurodiversity - Irishtown, Ringsend and Pearse Street) is a support group for parents of neurodiverse children living in those areas.

full-time as SNAs, while some others are subbing, so we are giving back to the community,” Louise reveals.

The scheme proved so successful that some of the NIC - Side by Side parents from the other side of the river joined the Google-

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sponsored SNA scheme last year and both groups will continue to benefit from it in the coming year.

NIRP also receive help from Dublin City Council and other local clubs, who allow them to use their premises. Ringsend's Cambridge Football Club, for example, allowed them to put a shed on their premises, where they store all the sensory



Both groups collaborated on a booklet, explaining how to set-up a neurodivergent parent support network in communities across Ireland.

equipment for their events, while St Patrick's CYFC, also in Ringsend, facilitate their AGM, Christmas party and other events.

FINANCIAL SUPPORT FROM DPC

The financial support from Dublin Port Company's community fund, however, is the support that both NIRP and NIC - Side By Side rely on to be able to continue to make such a difference in these children's lives.

"We are all volunteers," Louise stresses. "We're parents ourselves on this journey every day. Without the support of Dublin Port Company, we wouldn't be able to provide the activities and services on a weekly basis, to run the camps each year or to look into new avenues of things for the kids to do."

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

Rachel also highlights the support of local athletes like professional boxer Pierce O'Leary, the WBC International Super-Lightweight Champion, who wore a NIC - Side by Side logo on his shorts at his recent fight in Belfast, and Olympian light heavyweight Emmett Brennan, who raised funds from his gym, as well as local football club East Wall Bessborough, who have held a number of fund-raising events for the group.

Both groups are looking forward to a busy year ahead, with a growing number



of events for the children, and can be justifiably pleased with what they've achieved so far.

"The committee works extremely hard," Louise admits. "Sometimes it feels like a full-time job but we have achieved a lot. We strive to become bigger and better and learn each year. None of us would have known



how to do any of this when we started our journey, so to see where we are now makes us extremely proud."

When a child is being diagnosed as neurodiverse, it can be a "very hard and lonely time for parents," Rachel stresses. "I think we've made it that bit easier for a lot of people to realise that they're not on their

NIRP set out to link in with as many local sports clubs, businesses and people as possible, many of whom help them in running their events.



own, that there is someone you can confide in and not feel silly for asking something, because we've been there ourselves and we understand."

Edel Currie, Community Engagement Manager for Dublin Port Company, believes that the success of NIRP and NIC - Side by Side has been "really inspiring".

"A group of women came together from the local community and decided to do something for their children because the services just weren't there, so they just made it happen," Edel says. "The reality is that their children were suffering; they were being alienated from community events because it didn't allow for quiet space or sensory space. Imagine being a parent or guardian and seeing all these other children having a great time and your child is not included; that would break your heart. So they set up a board, organised events. What they have achieved is incredible."

- For more information, visit [facebook.com/NICsidebyside](https://www.facebook.com/NICsidebyside) or twitter.com/NeurodiverseIRP.

VARIETY IS THE SPICE OF LIFE

STEPHEN PORTER HAS ENJOYED A LONG AND VARIED CAREER WITHIN DUBLIN PORT COMPANY, WHERE HE HAS WORKED ACROSS A HOST OF DIFFERENT ROLES FOR 37 YEARS.



Stephen Porter has been working with Dublin Port Company for the majority of his working life, during which time the Port has changed almost as much as Stephen's life within it. Here, he looks back over a long and storied career and looks forward to its next chapter.

"I am now in my 37th year working for Dublin Port Company," Stephen explains. "I work in the Maintenance and Services Section of Dublin Port. Over a long and varied career within the company, my current role is Engineering Works Co-Ordinator/Supervisor."

Stephen joined what was then known as Dublin Port & Docks Board in June 1987 at the age of 19. "I began my career as a General Worker in Ocean Pier Village, pushing a sweeping brush," he recalls. "In 1989, I worked as a Shipwright's Mate in the old yard and over the years I assisted Jimmy McGuinness, Mick Wright and Gerry Lowry, who have long since retired. To this day in 2024, I still work in the Shipwright Section of the Maintenance and Services Department."

DIVING FOR SUCCESS

In 1994, Stephen moved to the Dry Dock Area where he worked as a Relief Pumpman for around three years and found his eyes opening up to the different types of work carried out on a day-to-day basis. "I was particularly interested in the work of the Port divers," Stephen remembers. "I asked one of the divers how I would go about becoming a Port diver myself. He advised me that a good place to start was to join a diving club. After making enquiries, I joined Donaghmede Sports Diving Club. For over a decade, I

went to the club every Monday evening and I loved every minute of it."

Stephen qualified as a Dive Officer in the early 1990s and obtained his Leading Diver Certificate through the club. Having this qualification enabled him to arrange a meeting with the Dublin Port and Docks Board, where Stephen presented his case that they enrol him on a Professional Diver Course, to which they agreed. In November 1993, Stephen enrolled at Killary Harbour in Galway for a month-long Part 4 Professional Dive Ticket, followed by successfully completing Part 3 to qualify for Full In Shore Dive Ticket the following year.

In 1997, Stephen's dream came true when he became a Port diver for what was now Dublin Port Company, a position he held for eight years, until DPC switched to external diving contractors.

"In my experience working as a Port diver, no dive was ever the same," Stephen explains. "My dives ranged from quay wall inspections, ship's hull surveys, propeller clearing, lancing (i.e. underwater burning), welding anodes to the quay wall, steel piles and search and recovery operations to assist the emergency services."

Each dive team had three members: supervisor, attender and diver. "This work is challenging, as being the diver, you are the only person in the water doing the job, and the dive boat was set up so that we had enough air on board for three days' diving."

ABR PROJECT

Stephen's work as a Port diver may have come to an end in 2008 but his career continued within Dublin Port, and indeed he worked on the Alexandra Basin Redevelopment Programme, the first key capital project as part of Dublin Port's Masterplan 2040.



In September 2015, Stephen was involved in a major part of the ABR Programme, which involved lifting from the river bed two 6,000 tonne concrete caissons (i.e. a watertight chamber that is used to carry out construction under water) that had sunk on the southside of the old bulk jetty. “Submersible pumps that were capable of pumping ahead of water 45 feet up were used to make the lift. Three months later, after several failed attempts, the lift was successfully completed with the first caisson,” Stephen explains. “The second caisson was then lifted on our first attempt as we used the experience and knowledge gained in the first lift.”

Hennelly, Stephen successfully applied for his position, where he remains today as Engineering Works Co-Ordinator/Supervisor.

“I like how varied my work is,” Stephen says instantly when asked to describe what he likes about the role. “No day is ever the same. One day we could be lifting a pilot boat from the river and transporting it back to the workshop for repairs, and the next day I could be carrying out fendering repairs on the quay walls. I work closely with Harbour Operations, who bring our team up and down the river to carry out essential works on the buoys, navigators and lighthouses.”



A SURPRISING TURN OF EVENTS

When he had completed the project, Stephen’s career took another surprising turn, when his then manager Ciaran Callan called Stephen into his office. “I thought he was going to talk about the successful lift of the two caissons but what he said to me left me completely gobsmacked and I still to this day cannot believe it,” Stephen smiles. “Ciaran asked me would I consider starting an apprenticeship as a Carpenter Joiner. I’m happy to say I took him up on his offer and in October 2016 I registered as a Mature Apprentice and my apprenticeship commenced in February 2017, 30 years after I had started working in Dublin Port.”

Stephen’s day starts at 7:00am, where he checks emails, before logging into the PEMAC computerised maintenance management system to check what jobs need to be done around the Port and assigning the jobs to members of the M&S team. He then drives around the Port estate to survey the roads for any damage, e.g. potholes, and if repairs are required, he organises contractors to complete them. He also surveys the water, regularly travelling up- and down-river to carry out inspections and/or repairs on fenders and ladders, as well as inspecting the pilot boats.

For the next 208 weeks, Stephen knuckled down to learn his new trade, via a combination of on-the-job training and college lectures in IT Sligo and IT Limerick, where he stayed in digs. “2017 was a particularly memorable year during my studies - I took a week off to get married!” he grins.

When he’s not working, Stephen’s favourite hobby is making model boats and other port equipment: “The biggest model I have worked on is a working model Arrol Crane, which I began working on in 2013. It is currently housed in the Substation as part of the Solidarity Exhibition.”

In January 2020, after four years of training, Stephen qualified as Carpenter Joiner with a Distinction: “Covid delayed my official graduation ceremony but I finally got to mark the occasion on November 27, 2023. My father Dave, a former employee of Dublin Port who worked as an electrician for 40 years, and my wife Jacinta attended the ceremony with me.”

Having worked in Dublin Port for 37 years, Stephen has seen the Port transformed over that time. “I would say the biggest change in Dublin Port is containerisation,” Stephen notes. “I also see a big increase in the number of compounds around the Port. The layout of the Port has also completely changed, especially the layout of the internal roads. The workforce is dramatically smaller than it was, but it is great to see more women working in the Port in roles that would have been done by men. Rumour has it that the next M&S Apprentice is a woman. Dublin Port has certainly changed, and it has changed for the better.”

NO DAY IS EVER THE SAME

In December 2021, following the retirement of Stephen’s then Supervisor, Joseph

CHARITY EVENT ROWS IN FOR RESCUE SERVICES

THE ALL IN A ROW EVENT HAS BECOME AN IMPORTANT ANNUAL FUNDRAISER FOR THE RNLI AND THE IRISH UNDERWATER SEARCH AND RECOVERY UNIT.



The Irish Underwater Search & Recovery Unit with their €10,000 cheque: Gerry O' Byrne, Shauna Kelly, Sam Kaye, Eugene Kierans, and Richard Kaye.

The All in a Row event on the River Liffey was established by the local rowing and boating community in 2016 in an effort to raise funds for local charities.

This annual event takes place in late November or early December and sees a host of rowing, kayak and canoe clubs, along with private boat owners, take to the water for a sunrise-to-sunset row/paddle

to raise money for both the Royal National Lifeboat Institution (RNLI) and the Irish Underwater Search and Recovery Unit (IUSRU).

“The idea for All in a Row took hold while rowing on the Liffey in 2016 as it was coming up to Christmas and the Homeless problem was very much in the news and of course it’s still a huge issue



today,” explains Dave Kelly, Dublin-based currach owner and co-organiser of the Dublin Currach Regata, who also came up with the initial idea for the event. “I was thinking about it and the things people were doing to raise awareness and money, like the students sleeping out. I felt the Liffey boating community could respond and by contacting other Liffey users, very quickly All in a Row was born. The beauty of All in a Row is it’s an event inclusive of all boats and crews, with an important emphasis on everybody literally being All in a Row mentally & physically to help others.”

The response to All in a Row’s call was incredible “and the time of the year didn’t put anybody off” he laughs, “because at that time of year it’s not exactly warm on the water”.

That first event in 2016 saw homeless charity Focus Ireland benefitting to the tune of €35,000. Since the inaugural event, the focus has changed to support water-based charities, the Royal National Lifeboat Institution (RNLI) and the Irish Underwater Search and Recovery Unit (IUSRU).

“These two charities provide a fantastic service and they rely on volunteers for the

amazing work they do,” Dave insists. “The RNLI are men and women who carry out most of the rescues around our coastline, and we wanted to acknowledge them. The Irish Underwater Search and Recovery Unit are a bunch of amazing people, who are all highly skilled volunteers; if someone is lost in a tragic accident, these are the people who go looking for them. They don’t get much praise or money simply due to the nature of their work.”

The RNLI saves lives by providing a rescue service at sea, educating children and young people about water safety, which is fundamental to saving lives at sea and a core part of their prevention work, together with influencing other organisations, policy-makers and regulators throughout Ireland, England, Scotland and Wales. The RNLI provides a 24-hour search and rescue service to 100 nautical miles out from the coast of Ireland and the UK.



Founded in 1824, the RNLI celebrates 200 years of lifesaving this year and will respect this milestone by commemorating those who have gone before, celebrating the incredible volunteers and lifesavers of today and inspiring the next generation in the RNLI mission to save everyone.

In 2022, RNLI Lifeboats launched a total of 9,312 times around the UK and Ireland, with lifeboat crews and RNLI beach lifeguards saving a total of 506 lives. 16,476 people were assisted. Since its foundation, the charity has saved over 144,000 lives.

When persons go missing within our rivers, canals, lakes or around our coasts,





Richard Kaye, IUSRU diver, describes the funding raised at All in a Row as “an annual lifeline” for the organisation that helps to keep their boats going and ensure their dive gear is up to the standard required.

“The All in a Row event and the rowing community on the Liffey are so important to us. I don’t even think they realise themselves how important they are. It’s not only the financial end of it, but the way the community responds to us,” Richard stresses. “Going forward, none of us are getting any younger in the unit, and we’re hoping that we’re going to be able to get younger people from the rowing community to come into our organisation. It is only through events like All in a Row that our name is put out there and people realise that we exist.”

HUGE EFFORT FROM VOLUNTEERS

The All in a Row Committee are very thankful to all, particularly Saint Patrick’s Rowing Club for hosting the event and Stella Maris Rowing Club for their back-up, as well as Dublin Port Company as major sponsors.

“All manner of clubs are involved, including kayaks, canoes and skiffs, and not just from

they go beyond the reach of the public and require specialist equipment and personnel to bring them home. The IUSRU is made up of a dedicated team of volunteers whose objective is to search for missing people underwater and recover them for their families and friends so they can be given a dignified resting place.

The average amount raised by All in a Row over the last few years has been in the region of €20,000 per event, which is split between both charities.

Dave Kelly, All in a Row organiser, receiving an aerial print of three currachs on the Liffey from Alan Betson, Irish Times Photographer of the Year.





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the Port area but we have had crews from Skerries, from Newgrange, from Dalkey, Wicklow and Cork. People like making the effort,” he says. “A lot of clubs

would put their boats away in September, so they make a real effort to get involved with us, which we really appreciate.

“We have the dragon boaters and barges involved too. We want to invite everybody and anybody as long as they have a level of competence. We provide refreshments, like tea, coffee and soup, for everyone involved. The Sea Scouts come along and help with minding bags, which we really appreciate. So it is very much a community event and a community effort.”



stresses. “We work very closely with them around the running of the event and they are always very helpful, as are Dublin City Council.”

PAYING TRIBUTE TO THOSE LOST AT SEA

The event itself begins at host club, Saint Patrick’s Rowing Club, based at the Tom Clarke Bridge and sees the participants rowing under the nine Liffey bridges to Grattan Bridge, before returning back down-river.

“The pinnacle of the day is when we get up to the Sean O’Casey Bridge in a flotilla, where wreaths are laid from the RNLI inshore lifeboat and the IUSRU rib and we have a minute’s silence for those lost on the water, and Pat O’Connor from the Communication Workers Union brass band

plays ‘The Last Post’,” Dave affirms. “It serves to emphasise the point of what we’re about, which is that these charities do their utmost and have to be funded to a high level to make sure they are able to do the amazing work they do for the public.”

The cheques were presented to the RNLI and IUSRU in February and Dave is already thinking about the next event in late 2024: “I’m a great believer in getting together as soon as possible to reflect over things that went well or perhaps aspects that could be improved, and also to start to contact potential sponsors as early in the year as possible, particularly the companies within the Port or those based along the quay walls. Some of the people in those companies may be sailors; they might be rowers; there might be people who’ve had tragedies at sea; so we might be able to appeal to those companies, so we would like to build the community to include everyone from rowers, kayakers, canoeists, dragon boaters and businesses of all sorts.

Dave pays tribute to the “very strong committee”, who bring a wealth of skills to the table, making special mention of Eoin Gaffney, who looks after the Facebook page (www.facebook.com/allinarowforcharity/) and other social media, as well as handling a lot of the safety and insurance issues around the event.

He highlights the support and involvement of Dublin Port Company, who have been partners on the event since the very beginning. “They are always very keen to support community efforts like this,” Dave

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Killian O' Kelly, RNLI Water Safety Education Manager Ireland, and Rose Michael, RNLI Lifeboats Howth Fundraiser, with the cheque for €10,000.

“With most clubs, they get into their own regatta season and are training heavily from April/May, and from that point on, you can forget about contacting them as they’re just too busy.”

BRINGING PEOPLE TOGETHER

“All in a Row is a great event,” smiles Rose Michael, RNLI Fundraiser with Howth Lifeboat. “What I like about it is that it brings together so many different users of the water for a really good cause. The comments I hear from some of the rowers who take part are very complimentary; it’s lovely for them to meet rowers from other rowing clubs at an event where they’re not competing. At other events, they are all very competitive and they never get a chance to chat, so that’s the lovely thing about All in a Row, that it is a social event as much as anything.”

The RNLI Water Safety Team is also present at All in a Row, advising on life jackets and buoyancy aids, together with teaching ‘Float to Live’, the most important advice for anyone who should fall into the water.



who steadfastly refuses to accept the credit for all the work he puts into organising the event: “He very quietly goes around, making sure that everyone has done what they said they were going to do, while remaining very much in the background, which is a great skill to have. Then on the day itself, he’s quite happy to help with all the jobs to be done.”

For more information on All in a Row or to see how you can get involved as a sponsor, please visit www.allinarow.ie.



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DUBLIN BAY BIRDS PROJECT FLYING HIGH A DECADE ON

Helen Boland, Dublin Bay Birds Project
Manager, Bird Watch Ireland.

HELEN BOLAND, DUBLIN BAY BIRDS PROJECT MANAGER, EXPLAINS HOW THE SUPPORT OF DUBLIN PORT COMPANY OVER THE LAST DECADE HAS MEANT THAT BIRDWATCH IRELAND NOW HAVE UNPRECEDENTED ACCESS TO DATA ABOUT THE AVIAN POPULATION OF DUBLIN BAY.

For the last decade, Dublin Port Company has consistently supported BirdWatch Ireland in the monitoring and research of waterbirds within Dublin Bay, via the Dublin Bay Birds Project.

The Dublin Bay Birds Project includes colour-ringing, radio-tracking and satellite-tracking of individual birds, which helps to assess certain locations within the bay for roosting and feeding, as well as seasonal variations and movement throughout the winter months both within the Dublin Bay area and across other estuaries along the coast.

“We were aware back around 2012 and 2013 that there were gaps in the data collected about birds in Dublin Bay,” reveals

Helen Boland, Dublin Bay Birds Project Manager. “We didn’t know a whole lot about what happened with the wintering birds during the rest of the year, for example; did they definitely all migrate or did some of them stay? We knew quite a bit about what happened at high tide, but we didn’t really know a lot about what happened at low tide year-round. So we decided that we’d like to do a schedule of surveys, all year round, at low tide.”

At that time, BirdWatch Ireland regularly received queries from environmental consultants and planning applications about bird numbers within Dublin Bay, often in relation to environmental assessments for large-scale housing or industrial developments within the city.

“We realised that some of this information didn’t really exist, so we wanted to fill in those data gaps. When we spoke to Dublin Port about this, we were delighted they were so open to the idea, and they immediately agreed to fund the work,” Helen reveals. “We’ve just passed the Project’s 10th anniversary at the end of 2023, so there is a decade’s worth of data there now.”

DUBLIN BIRDS PROJECT

There are essentially two main strands to the Dublin Bay Birds Project, Helen explains: “In the summer time, we look at the Common Terns and the Arctic Terns who breed in the Port. They spend the summer here, before flying all the way back to Africa for the winter, before returning the following April to breed again. They are breeding within the Port area itself, which is a pretty spectacular and special element of the biodiversity in the Port.”

The second strand of the Project is year-round waterbird monitoring around the entirety of Dublin Bay, involving a host of species, including Pale-bellied Brent Goose, Oystercatcher, Dunlin, Redshank, Knot, Bar-tailed Godwit, Golden Plover, Black-headed Gull, Common Gull and Herring Gull.

“These are mostly wintering waders, ducks, gulls, Oystercatchers and others like Bar-Tailed Godwits,” Helen explains. “Generally, we think of those birds as only being here in the winter-time. But when we extended our monitoring period to look at numbers year-round, we discovered that there are a lot of those birds that are present the whole year round.”

The year-round surveys, for example, revealed that the highest numbers of Redshank actually occur in spring and autumn, which was really interesting considering Redshank were previously generally considered a wintering wader.

This year-round monitoring involves a team from BirdWatch Ireland walking the coast and physically counting the number and species of birds in each section of the Bay. There are two Special Protection Areas (SPA’s) which cover Dublin Bay – South Dublin Bay and North Bull Island – and the BirdWatch Ireland monitoring team surveys the entire area between the West Pier in Dun Laoghaire all the way over to Howth, every month.

“We divide the whole horseshoe shape of the Bay on our maps into count sections, so the first one might be Dun Laoghaire to Blackrock, the next one Blackrock to Sandymount etc. We start at the same time, during the low tide period each month, and each person counts what birds are in their section at that moment. We then pull all that data together and I collate it into a database, which now includes the number of birds every month since the end of 2013.”

Helen reveals that BirdWatch Ireland have also carried out some very specific high tide surveys, including “high tide roost surveys, examining where waders go at high water when all the sand is covered, and roost surveys of gulls at dusk when they gather in the bay for the night”.

A ROBUST DATABASE

Thanks to the Project, BirdWatch Ireland now have a “really solid, robust database of information spanning 10 years, which is an incredible resource to be tapped into. We can now start to look at trends, because in order to figure out macro-trends of what populations of birds are doing, you need more than just three or four years of information.

“We also now have information on very specific areas of Dublin Bay in terms of bird populations, so if a consultant contacts us in relation to



Safely extracting Oystercatchers from a net before fitting them with colour rings (Image: Helen Boland).



A Black-tailed Godwit caught and ringed at North Bull Island (Image: Helen Boland).

bird numbers on or near a potential site for development, we are able to provide solid data that we can stand over,” Helen continues. “The database is a really valuable resource from a conservation point of view, which is the main focus of what we do. We hope the data can be used to help inform sustainable decision-making for Dublin Bay to protect its biodiversity.”



The Dublin Bay team extracting birds safely from a net to fit them with rings (Image: Helen Boland).

A DECADE OF KNOWLEDGE

A decade’s worth of study and research means that BirdWatch Ireland know more about the avian inhabitants of Dublin Bay than at any time in our history.

BirdWatch Ireland colour-ring the birds by placing uniquely numbered colour rings on their legs, allowing them to track individual birds. The BirdWatch Ireland team do this by catching the birds under license from

the National Parks and Wildlife Service and the British Trust for Ornithology, and fitting them with rings, before re-releasing them. This has thrown up some fascinating information, as Helen explains: “In relation to the Common Tern, we have seen how site-faithful they can be, and how the same birds return every year to breed in Dublin Bay. In 2023, two of the Terns we caught were really interesting; one Common Tern was first ringed as a chick on Rockabill Island in north Dublin in the year 2000, and one Arctic Tern, which was ringed in the Port in the same year, suggesting they have been returning to Dublin Port every year for 23 years, which is incredible. And those two particular birds have proven to be the oldest Common and Arctic Terns on record in the Republic of Ireland.”

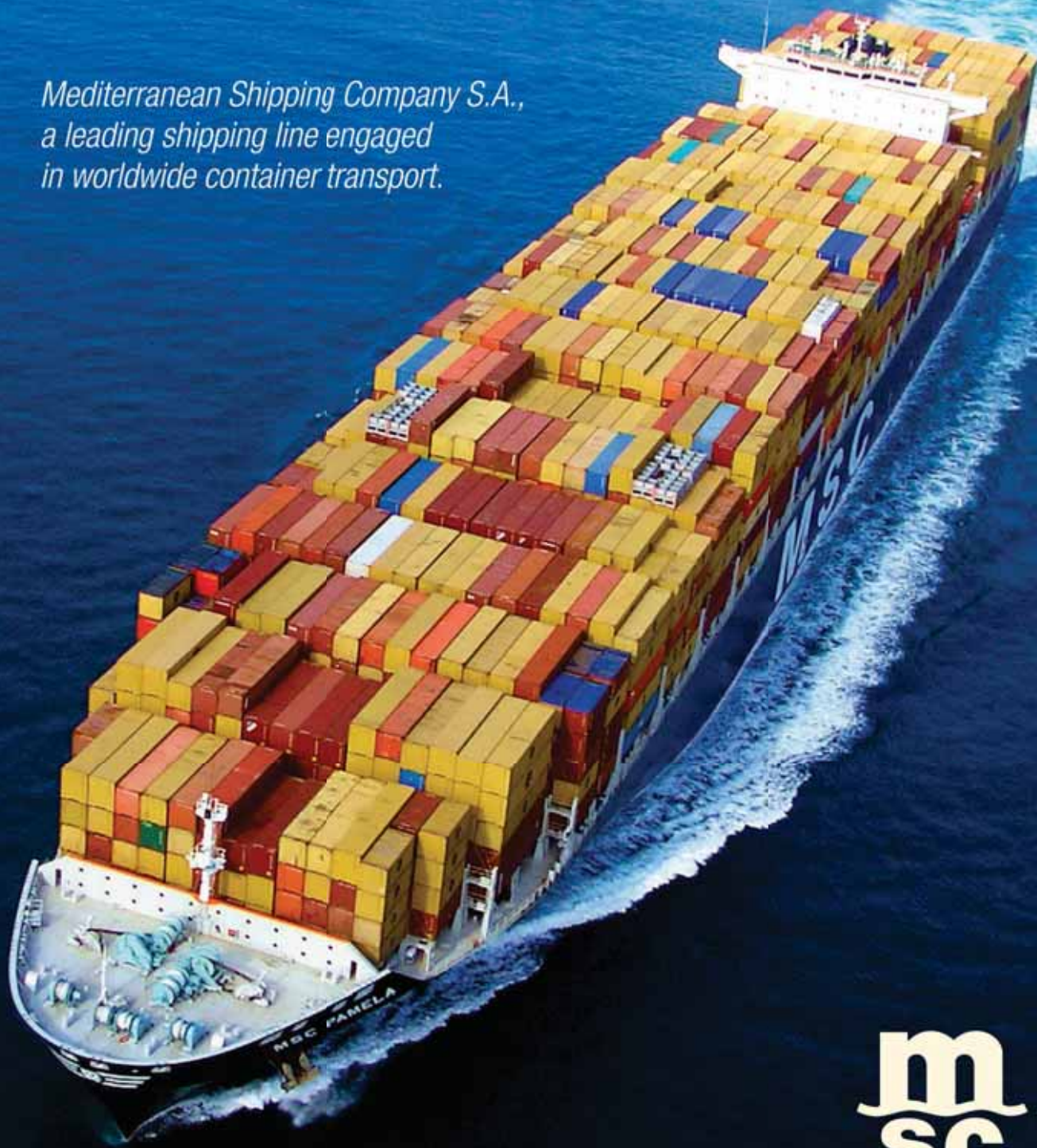
BirdWatch Ireland had been tracking birds within Dublin Port and Bay since 1994 “on a shoestring” before the support of Dublin Port Company in 2013 allowed them to “ramp up operations”.

“All that work we did back in the ‘90s and onwards is now coming into its own, but we’ve been able to do more focused work

BirdWatch team plus volunteers preparing to take biometrics of a large catch of Oystercatchers. Oystercatchers are in the clothes to the left (Image: Helen Boland).



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An Oystercatcher, fitted with Dublin Bay Birds Project coded rings, about to be released (Image: Helen Boland).

since 2013 with Dublin Port's support, which has been amazing," Helen notes.

One part of Dublin Bay that had not been regularly surveyed for birds before 2013 was the area around the Tolka Estuary, Helen notes, as prior to this the main focus was on South Dublin Bay and Bull Island at high tide.

"We included the Tolka Estuary in our low tide counts and we discovered that this area alone can often hold more birds than the whole of South Dublin Bay at low tide," she explains. "Most of the time it's covered by water but when the mud here is uncovered at low tide it becomes incredibly important as lots of birds use it to feed. One survey found that there were in excess of 7,000 Dunlin there, which is incredible. So the Tolka Estuary is much more important for wintering waterbirds than we had ever realised." Indeed, these findings proved worthy of publication in the scientific journal 'Irish Birds' (Adcock and Boland, No. 44. 2022).

The information about different bird species feeds into environmental planning around the Dublin Bay and Port area, as Helen explains: "Sometimes, generally, developments are advised to only carry out noisy structural work during the times of the year when the birds aren't there. So now that we've discovered how certain birds are there during different months of the year to those previously believed, our advice, if called upon, on building and development can be adjusted to

reflect that, once again helping to feed into the wise use of Dublin Bay."

DUBLIN PORT COMPANY SUPPORT

Dublin Port Company take their environmental responsibilities very seriously. For example, Common Terns and Arctic Terns tend to nest in colonies on permanent structures and floating pontoons within Dublin Port, which have been deliberately constructed for this very reason by Dublin Port Company.

"The support that we get from Dublin Port in relation to the Terns has been amazing because there are so many things that can go wrong," Helen notes, going on to explain a recent example of trouble for the Tern colonies in the Port. "We didn't realise until I caught the footage on the trail camera in the dead of night, but an otter was climbing up the ladder of one of those platforms and eating all of the nests on it. We couldn't figure out what was going on until we caught it on camera and realised it was an otter. We told Dublin Port Company and they responded immediately, arranging for Jimmy Murray (Irish Nautical Trust) and his crew to build a structure that would block access, so the otter could no longer climb up the ladder."

Another incident was when BirdWatch Ireland identified that rats were swimming out to the pontoons and killing the Tern chicks: "Again, Dublin Port reacted straight away, organising for metal skirting to be installed around the outside of the platform to prevent access for the rats and putting plastic coverings on the mooring chains so the rats couldn't climb up that way.

A 23-year-old Arctic Tern, which was ringed as a chick in Dublin Port in 2000 (Image: Helen Boland).



Oystercatchers caught by cannon nets in Dublin Bay (Image: Helen Boland).



These are things we never could have done prior to Dublin Port coming on board.”

Helen admits that the incident with the rats, in particular, was “devastating for everyone involved with the Project, but having Dublin Port come on board and immediately respond and act on that has been absolutely brilliant. No problem has been too big and the genuine interest that Dublin Port have taken in the Project has been incredible. They’re not just supporting the project financially; they’re interested in what goes on, and appreciate the importance of the Tern colony in the port, as well as the wider Project.”

Port Engineer Eamon McElroy is “hugely enthusiastic” about the work of the Project and sometimes joins the BirdWatch Ireland team on the boat to monitor the Tern colony within the Port area. “Eamon and the team in Dublin Port Company understand the underlying reasons why it’s important to protect the wildlife in the Bay. They understand the importance of what we are doing to the point where they’ve invested financially, but also in terms of time and interest in our work and that of many other wildlife conservation groups and projects.”

BUCKING THE TREND

Helen reveals that in Ireland we have seen a dramatic decline in the number of wintering waders in recent years, but so far, Dublin Bay appears to be “holding its own” in relation to at least some of the waterbird species it supports. However, some further detailed analyses will reveal the big picture, especially now that we have 10 years of data to examine.

There have been considerable levels of infrastructural development in Dublin Port over the last decade as the three main strands of the Masterplan (Alexandra Basin Redevelopment, MP2 and the forthcoming 3FM Project) come sharply into focus. The numbers of wintering waterbirds in the two SPA’s surrounding Dublin Port have been maintained during the Alexandra Basin Redevelopment Project (ABR) and indeed many species have seen numbers increase, according to Dublin Port’s latest environmental report on the area, though the importance of analysing these numbers in relation to those of the wider bay must be emphasised. Monitoring will continue as the MP2 Project and the proposed 3FM Project continue over the coming years. The close monitoring of the bird populations means that potential impacts of any Port activities can be predicted, assessed and addressed prior to any construction.

Dublin Port Company has undertaken a number of measures to ensure that bird species are protected. Capital dredging projects, for example, only take place between October and March, when Terns are absent from Ireland. During periods of extreme low tide, DPC will suspend construction and operational activities so as not to disturb birds foraging and feeding on a portion of the mudflats and sandflats.

“Although funded by Dublin Port Company, our data collection is independent and unbiased, carried out for the protection and enhancement of biodiversity in Dublin Bay”, Helen notes. “But we encourage communications about what’s happening in the Port, because if identified in time, any concerns can be expressed and advice can be given to avoid any potentially negative impacts on birds.”

Common Tern chick (Image: Helen Boland).



WORLD-FIRST ECO-ENGINEERING AT DUBLIN PORT

DUBLIN PORT COMPANY AND UNIVERSITY COLLEGE DUBLIN ARE COLLABORATING ON A WORLD-FIRST ECO-ENGINEERING INITIATIVE THAT SEES THE DEPLOYMENT OF LARGE MARINE HABITAT UNITS ALONG THE ICONIC GREAT SOUTH WALL.





Dublin Port Company (DPC), in collaboration with University College Dublin (UCD), recently announced a groundbreaking initiative aimed at enhancing biodiversity along the Great South Wall. This innovative project marks a significant milestone in the realm of eco-engineering, setting a new standard for sustainability and environmental stewardship.

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



Jennifer Coughlan and Caoimhe Morris of the UCD School of Biology and Environmental Science at the deployment of habitat units along the Great South Wall.

A WORLD FIRST IN ECO-ENGINEERING

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

The design of these habitat units draws from a comprehensive study conducted as part of the Ecostructure project, in which Dublin Port Company played a pivotal role on the stakeholder steering committee. The study encompassed 32 natural rocky shores and 32 artificial shoreline sites across Ireland and Wales, evaluating both biological diversity and physical topography. Leveraging advanced techniques such as photogrammetry, the project team crafted 3D models to inform the development of engineering-standard habitat units and wall panels.

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

COMPREHENSIVE MONITORING PROGRAMME

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

At nearly 5km long, the Great South Wall was the longest seawall in the world when it was completed in 1731. Though that title



Dr Paul Brooks of the UCD School of Biology and Environmental Science with RTÉ environment correspondent George Lee.



Habitat units deployed at the Great South Wall as part of UCD's Ecostructure project.

concepts," explained Dr Paul Brooks, UCD School of Biology and Environmental Science. "By incorporating natural topographies into artificial structures, we have the potential to mitigate environmental impacts, while promoting ecological resilience along the Great South Wall.

"This project has been seven years in the making and Dublin Port Company have been with us every step of the way. The result you can now see along the Great South Wall is a world-first and we're very excited to see it finally come to the fore. It would not be possible without the collaboration with Dublin Port, and we hope that continues long into the future."

has since been taken by a seawall in South Korea, the Great South Wall remains one of the longest in Europe.

A SIGNIFICANT STEP FORWARD

"This represents a significant step forward in our understanding of eco-engineering

ENHANCING BIODIVERSITY WITHIN THE PORT ESTATE

Eamon McElroy, DPC Port Engineer, added, "Dublin Port is an extremely busy port; we have 8,000 ship arrivals every year, and as such, we must take great responsibility in looking after the environment around us. It is



Eamon McElroy, Port Engineer at Dublin Port Company (second from right) with Caoimhe Morris (left), Dr Paul Brooks (second from left) and Jennifer Coughlan (right) of the UCD School of Biology and Environmental Science.



Eamon McElroy, Port Engineer at Dublin Port Company, with RTÉ environment correspondent George Lee.

our policy to manage our obligations to the environment in a responsible manner and to take a sustainable approach to developing the Port's business.

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



Caoimhe Morris of the UCD School of Biology and Environmental Science with RTÉ environment correspondent George Lee.



Caoimhe Morris and Dr Paul Brooks of the UCD School of Biology and Environmental Science.

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THROUGHPUT FIGURES FOR DUBLIN PORT

WHILE OVERALL VOLUMES AT DUBLIN PORT FELL SLIGHTLY IN 2023, THERE WAS GOOD NEWS FOR BOTH TRADE VEHICLES AND THE TOURISM SECTOR, WITH NUMBERS SIGNIFICANTLY UP.

Overall volumes at Dublin Port fell by 3.1% to 35.6 million gross tonnes in 2023, down from 36.8 million gross tonnes in 2022, according to full year trade figures for 2023.

Trade vehicles were up, however, from 89,106 to 113,164, a significant 27% increase. Trade vehicles includes cars imported through Dublin but shipped onwards by road to Northern Ireland.

Likewise, there was good news for the tourism sector, where passenger numbers were up from 1.69 million in 2022 to 1.74 million in 2023, a rise of 3.4%, while tourist vehicles rose by 1% from 499,498 to 504,716. Tourist vehicles on ferries include cars, vans, coaches and motorcycles.

Imports fell from 22.2 million tonnes to 21.7 million tonnes (down 2.4%), while exports dropped by 4.1% from 14.5 million tonnes to 13.9 million tonnes, against the backdrop of geopolitical events like the wars in Ukraine and Gaza heavily impacting international supply chains.

Gross tonnage by RoRo fell from 22.3 million to 21.5 million tonnes (3.7%) and LoLo by a more modest 2.9%, from 7.56 million to 7.34 million tonnes. Bulk liquid remained relatively stable, showing a 0.1% drop to 4.7 million tonnes, with bulk solid falling by 2.6% to 2.02 million tonnes.

Bulk solid includes a range of commodities such as lead and zinc ore concentrates, animal feed, cement products, peat moss, scrap metals etc. Bulk liquid includes both petroleum products and products such as molasses.

Break bulk fell from 64,000 tonnes to 46,000 tonnes; this includes a range of miscellaneous goods, including wind turbine components, loose steel pieces (such as pipes) and heavy components (such as transformers).

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.

When it comes to unitised trade, RoRo units fell from 1,003,066 to 963,367 (4%) and LoLo from 455,849 to 442,874 (2.8%). Ro-Ro freight units include containers shipped on mafi trailers, cassettes or slave trailers.

In terms of LoLo Freight, TEO's were down from 823,399 to 795,997, a drop of 3.3%. Tonnages, units and TEU include both international trade and goods moved between Irish ports.

Tourist vehicles up from
499,498 to 504,716



+1%

Passenger numbers up from 1.69
million in 2022 to 1.74 million in 2023



+3.4%

Trade vehicles up from
89,106 to 113,164



+27%

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)%
Total	8,667	8,882	(2.5)%	35,631	36,753	(3.1)%

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)%
Total	8,667	8,882	(2.5)%	35,631	36,753	(3.1)%
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)%
Total	8,667	8,882	(2.5)%	35,631	36,753	(3.1)%

TABLE 3 - UNITISED TRADE

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

TABLE 4 - LO LO FREIGHT

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

TABLE 5 - TRADE VEHICLES

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

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%



TOTAL EXPORTS

13.9M



TOTAL IMPORTS

21.7M

TOTAL THROUGHPUT
IN GROSS TONNES

35.6M



SHIP ARRIVALS

7,228

MAP OF DUBLIN PORT

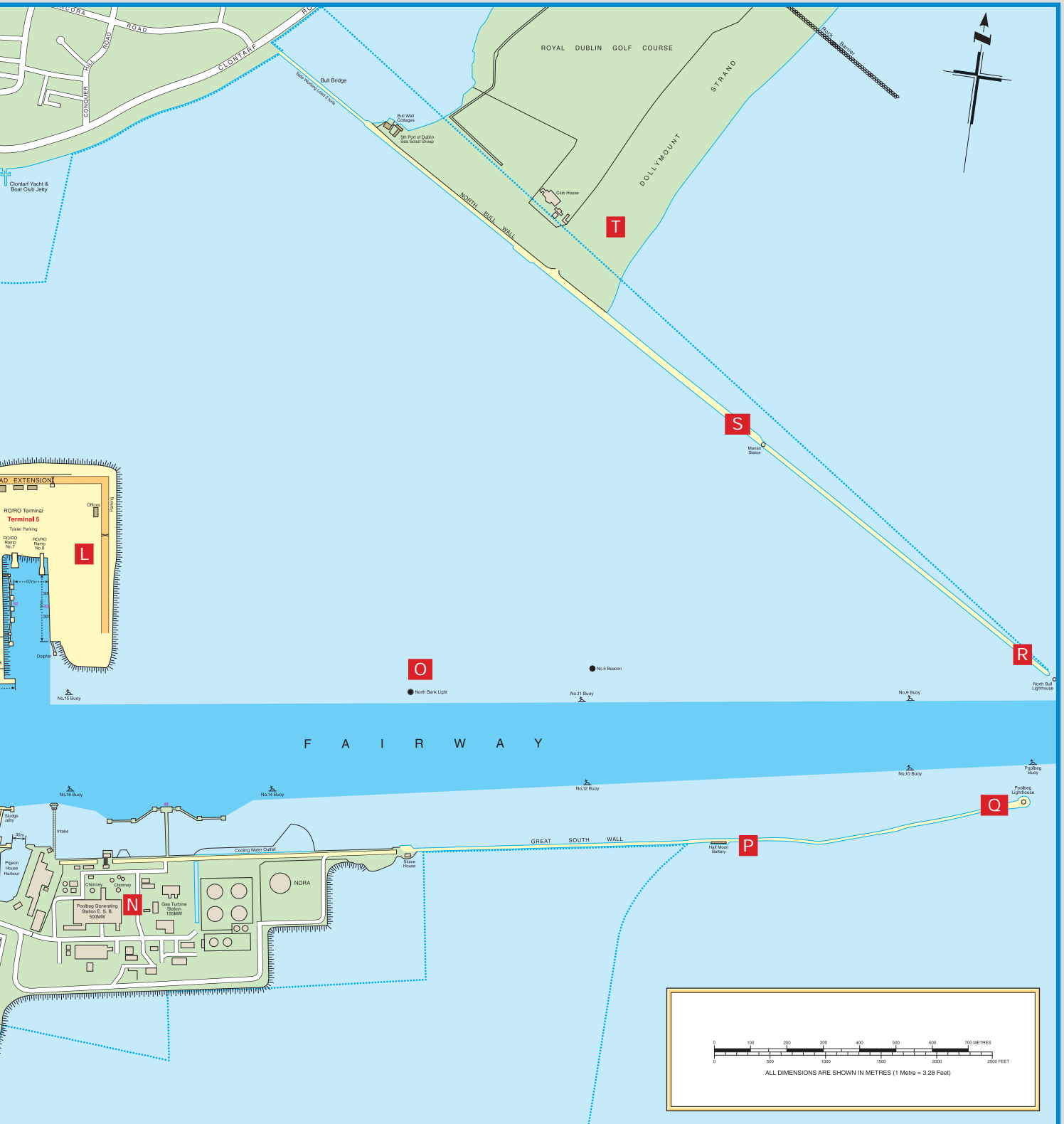
DUBLIN PORT IS A 260 HECTARE AREA SPANNING BOTH NORTH AND SOUTH BANKS OF THE RIVER LIFFEY.



- A** Dublin Port Company HQ
- B** The Substation
- C** Pumphouse Heritage Area
- D** Terminal 3 & 4: RoRo - Seatruck
- E** Dry Bulk Area
- F** North Wall Lighthouse
- G** Ocean Pier West

- H** Alexandra Quay West: LoLo
- I** DFT
- J** Terminal 2: RoRo - Stena Line
- K** Terminal 1: RoRo - Irish Ferries
- L** Terminal 5: RoRo - P&O
- M** LoLo Marine Terminals
- N** ESB Chimneys

- O** North Bank Lighthouse
- P** Great South Wall
- Q** Poolbeg Lighthouse
- R** North Bull Lighthouse
- S** North Bull Wall
- T** Bull Island



PORT FACILITIES & SERVICES

DUBLIN PORT COMPANY (UNDER THE HARBOURS ACT, 1996) VESTED ON MARCH 3, 1997.

LIMITS OF DUBLIN PORT

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

ANCHORAGE

Dublin Bay Anchorage is centred on 53°18.'81N 006°04.'98W with a 0.5nm radius, the anchorage is divided into four quadrants, numbered 1-4. Depths range from 12 to 18m CD with a seabed of sand over stiff marl. Attention is drawn to the proximity of a submarine cable passing close north of the anchorage and the proximity to the seasonal yacht racing marks. The anchorage is very exposed and untenable during strong gale force winds and particularly in easterly gales; during these conditions shelter must be found elsewhere.

APPROACH AND BERTHAGE

All vessels intending to visit Dublin Port or transit the jurisdiction should refer to the Dublin Port Notices to Mariners, Admiralty Chart 1415 / 1447 and relevant nautical publications for the area. Here they will find all relevant information relating to the safe navigation within the jurisdiction.

The approach to the harbour of Dublin is well lit and of easy access. There is a buoyed channel marking the entrance to the Port which is currently declared at a depth of 9.4 metres; this declared depth extends up to VTS. West of VTS, the depth decreases to 8.4 metres and continues to decrease further beyond berth 36. For further information on depths refer to NTM 12. Vessels arriving into the jurisdiction should proceed via the Traffic Separation Scheme. This Scheme comprises of two elements, an inward and outward lane at the North Burford and similar at the South Burford. All craft are required to follow a Traffic Separation Scheme to stay within the lanes.

Dublin Port operates a Vessel Traffic Service; all vessels arriving into the jurisdiction should contact VTS on Ch 12.

TIDES

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

All depths refer to chart datum. This datum is referred to as C.D. and is 2.51m below Ordnance Datum Malin Head.

VERIFICATION OF DEPTHS

The latest declared depths on each berth and in the channel are listed in the Notices to Mariners on the Dublin Port Company website.

PILOTAGE

Dublin Port Company is the pilotage authority for the Dublin Pilotage District. The limits of the compulsory Pilotage District are the waters of the River Liffey below Matt Talbot Memorial Bridge and so much of the sea westward of the sixth meridian West longitude as lies between the parallels of latitude passing through the Baily Lighthouse on the North and through Sorrento Point on the South, including all bays, creeks and harbours and all tidal and enclosed docks within such area and this includes Dun Laoghaire Harbour. The pilotage service is based in the Port Operations building, situated on the Eastern Breakwater Road, and is operated by two different type of Pilot Cutter with speeds ranging between 20 -25 knots. All boats are fuelled by HVO. Dublin Port VTS operates VHF channel 12.

To request a Pilot, the Ship's Agent/Representative should submit the request for a pilot to the Shipping Desk via the Port Management Shipping Information System.

TOWAGE

Dublin Port Company operates two tugs, the Shackleton and the Beaufort, with twin Voith propellers and are 53 tonne bollard pull. The tugs also have a fire fighting capacity.

To request towage, the Ship's Agent/Representative should submit the request for a tug to the Shipping Desk via the Port Management Shipping Information System. One tug is available at short 15-minute notice in case of emergency.

Towage is also offered by Purple Water Towing Ltd who have a LR Escort Fi Fi 1 Azimuth tug, the Giano. For more information, visit www.purpletowing.com, or call +353 (0) 83 1191137 (0:800-20:00) or Master of the Giano Tug +353 (0) 83 0110056 (24 hours).

STEVEDORING

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

Seatruck Ferries	Dublin Ferry Terminal
Irish Ferries	Marine Terminals Limited (MTL)
Stena Line	Doyle Shipping Group (DSG)



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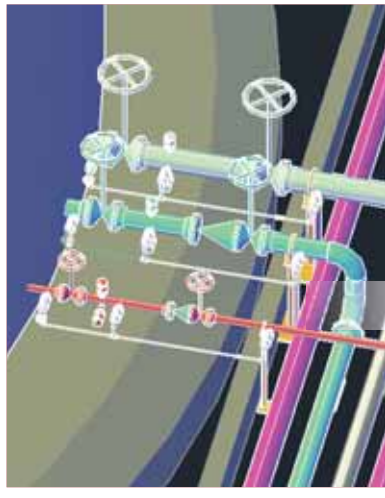
Alexandra House,
Jetty Road,
Dublin Port,
www.hughmunro.ie



RO-RO TERMINALS

Terminal	Operator	Berth Details	Facility Details	Contact Details
T1	Irish Ferries	Berth No.49 Length 213m Depth at L.A.T. 11m standard	No. 5 ramp Two Tier Ramp Upper Deck Length of Shore Ramp 43m Width of Shore Ramp 10.8m Maximum Vehicle Load 40 tonnes Lower Deck Length of Shore Ramp 40m Width of Shore Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 607 5700 www.irishferries.com
T1	Irish Ferries	Berth No. 51A Length 190m Depth at L.A.T. 8m standard	No. 9 ramp Single Tier Ramp Length of Shore Ramp 45m Width of Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 607 5700 www.irishferries.com
T1	Isle of Man Steam Packet Company	Details as above	Details as above	00 44 8722 992992* www.steam-packet.com
T2	Stena Line	Berth No. 51 Length 205m Depth at L.A.T. 8m standard	Ramp No. 1 Two Tier Ramp Upper Deck Length of Shore Ramp 49m Width of Shore Ramp 12m Maximum Vehicle Load 40 tonnes Lower Deck Length of Shore Ramp 46m Width of Shore Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 704 7131 www.stenalinefreight.com

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



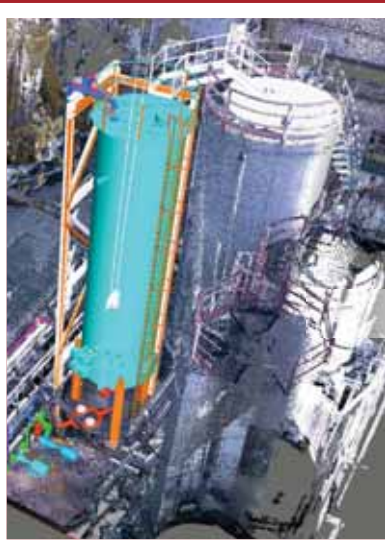
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Maintenance Contractor and Mechanical Services provider to the petrochemical industry in Dublin port and throughout Ireland.

Mechanical contractor to Dublin Port company.

24 hours call out services provided.

Port Office: Jetty Road, Dublin Port, Dublin 1

Workshop: Unit 100, Grange Way, Baldoyle Industrial Estate, Dublin 13.



RO-RO TERMINALS

Terminal	Operator	Berth Details	Facility Details	Contact Details
T4	CLdN	Berth No. 26 Length 156m Depth at L.A.T. 5.9m Standard Depth	Ramp No. 7 Single Tier Ramp Length of Shore Ramp 60m Width of Shore Ramp 30m at ship end Maximum Vehicle Load 220 tonnes	+353 1 823 0492 www.cldn.com
T4	CLdN	Berth No. 27 Length 156m Depth at L.A.T. 5.9m Standard Depth	Ramp No. 8 Single Tier Ramp Length of Shore Ramp 60m Width of Shore Ramp 30m at ship end Maximum Vehicle Load 220 tonnes	+353 1 823 0492 www.cldn.com
T5	CLdN	Berth No. 52 Length 200m Depth at L.A.T. 8m Standard Depth	Ramp No. 7 Single Tier Ramp Length of Shore Ramp 35m Width of Shore Ramp 20m at ship end Max Vehicle Load 180 tonnes	+353 1 823 0492 www.cldn.com
T5	Stena Line	Berth No. 52 Length 200m Depth at L.A.T. 8m standard	Ramp No. 7 Single Tier Ramp Length of Shore Ramp 35m Width of Shore Ramp 20m at ship end Maximum Vehicle Load 180 tonnes	+353 1 704 7131 www.stenalinefreight.com
Ocean Pier	CLdN	Berth No. 36/37 Length 200m Depth at L.A.T. 10.3m Standard Depth	Ramp No. 2 Single Tier Ramp Length of Shore Ramp 60m Floating Linkspan Width of Shore Ramp 31m Maximum Vehicle Load 200 tonnes	+353 1 856 1608 www.cldn.com

Actual depths for all berths will be less than standard depths and these latest sounded depths are available from the Harbour Masters office

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Ennis Safety Wear Ltd was established primarily to serve Dublin Port, its associated companies, and providers. We specialize in sourcing and stocking a wide range of PPE equipment and workwear essential for operations within the Port. Our inventory includes workwear, Arc Flash PPE, height safety equipment, life jackets, and more. Currently, we offer up to 13,500 products and continue to expand our selection, all of which can be viewed on our website: www.esw.ie

Ennis Safety Wear also embroider/print in house for all your workwear. We have a range of discounts applicable to anyone working in Dublin Port for personal leisure wear.

“ *We have the knowledge of the environment and regularly help companies to ensure they are supplied with essential PPE and equipment, explains Angela Ennis, Managing Director.* ”

Ennis Safety Wear is an Irish business with experience working with Dublin Port. “As a company we value integrity and excellence in quality, which we endeavour to deliver, through excellent service to our customers,” Angela reveals. “Our mission is to make work life safer, by sourcing the right solutions for PPE. We also supply branded, corporate and leisure wear.”



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01 5379621 | 086 8575940

LO-LO TERMINALS

Terminal	Operator	Berth Details	Facility Details	Contact Details
Dublin Ferryport Terminals	DFT	Berth No's 50 & 50A Total Berth Lengths 580m Depth at L.A.T. 9.00-11.00m standard	Cranes 3 x 40 tonnes STS gantry cranes Secondary Handling equipment 12 x 40 tonnes RTG cranes 2 x 45 tonnes Reachstacker 4 x 18 tonne Empty Container Handlers 325 Reefer points	+353 1 607 5713 info@dft.ie
Marine Terminals Ltd	MTL	Berth No's 41,42,43,44,45 Total Berth Lengths 700m Depth at L.A.T. 8.50-11.00m standard	Cranes 3 x 45 tonne Ship to Shore Gantry Second-handling equipment 4 x 40 tonne RMG Reefer Points 330 4 x Empty Container Handler 1 x Full Container Mobile Handler 9 Shunts & Trailers	+353 1 618 5400 www.peelports.com
Ocean Pier	Doyle Shipping Group (DSG)	Berth No.'s 32,33,38,39,40 Total Berth Length 900m Depth at L.A.T. 10m	Cranes 1 x STS 45 Ton Panamax Capacity 3 x 400 mobile (104 tonnes SWL) 2 x 250 mobile (65 tonnes SWL) 12 x RTG's Second-handling equipment 4 reachstackers 48 Terminal Tractors 18 Novatech Flexmasters Reefer points 336 Warehousing 300,000sq feet	+353 1 819 2600 www.doyleshipping.ie



BULK

Terminal	Operator	Berth Details	Facility Details	Contact Details
Ocean Pier Dry Bulk/ Break Bulk	Common User	Berth No's 28,29,30,31,32,33,34	Cranes 2 x 400 mobile (104 tonnes SWL) 1 x 420 mobile (120 tonnes SWL) 2 x 250 mobile (65 tonnes SWL)	+353 1 887 6000 www.dublinport.ie
South Bank Quay	Common User	Berth 46 & 47	Cranes 1 x 250 mobile (65 tonnes SWL) 1 x 280 mobile (84 tonnes SWL)	+353 1 887 6000 www.dublinport.ie
Liquid Bulk	Common User	Berths Oil No's 1, 2, 3 & 4	30 Hectare oil zone storage capacity 330,000 tonnes facilities for handling oil products, bitumen and liquid petroleum gases linked to a common user pipe line system.	+353 1 887 6000 www.dublinport.ie
Alexandra Basin East	Common User	Berths 38, 39, 40	Cranes 2 x 400 mobile (104 tonnes SWL) 1 x 420 mobile (120 tonnes SWL) 2 x 250 mobile (65 tonnes SWL) 1 x Container Gantry (40 tonne SWL)	+353 1 887 6000 www.dublinport.ie



CRUISE

Terminal	Operator	Berth Details	Facility Details	Contact Details
Cruise Tourism	Various	Berth 18 Smaller vessels can berth West of Tom Clarke Bridge close to the city.		+353 1 887 6000 www.dublinport.ie

RO-RO SCHEDULE

IRISH FERRIES

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Ulysses (Passenger & Freight) Tel: +353 (0)818 22 15 60	Holyhead	TBC	Visit www.irishferriesfreight.com	Visit www.irishferriesfreight.com	Terminal 1
Swift (Passenger & Freight) Tel: +353 (0)818 22 15 60	Holyhead	TBC	Visit www.irishferriesfreight.com	Visit www.irishferriesfreight.com	Terminal 1
W.B. Yeats (Passenger & Freight) Tel: +353 (0)818 22 15 60	Holyhead	TBC	Visit www.irishferriesfreight.com	Visit www.irishferriesfreight.com	Terminal 1
	Cherbourg	TBC	Visit www.irishferriesfreight.com	Visit www.irishferriesfreight.com	Terminal 1

STENA LINE

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Stena Estrid (Passengers & Freight) Freight Tel: +44 870 8503535 Passengers Tel: +353 1 907 5555	Holyhead	2	12.15 23.45	14.45 02.15	Terminal 2
Stena Adventurer (Passengers & Freight) Freight Tel: +44 870 8503535 Passengers Tel: +353 1 907 5555	Holyhead	2	05.30 18.00	08.15 20.30	Terminal 2
Stena Horizon *temporarily Freight Tel: +44 870 8503535 Passengers Tel: +353 1 907 5555	Birkenhead	1	02:00	06:30	Terminal 5

Terminal 1

Ferryport, Alexandra Road, Dublin Port, Dublin 1, D01 P3K2

Terminal 2

Ferryport, Alexandra Road, Dublin Port, Dublin 1, D01 WD28

Terminal 4

Tolka Quay Road, Dublin Port, Dublin 1, D01 Y6X8

Terminal 5

Alexandra Road Extension, Dublin Port, Dublin 1, D01 AC93

Ocean Pier

Branch Road North, Alexandra Road, Dublin Port, Dublin 1

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



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RO-RO SCHEDULE

ISLE OF MAN STEAM PACKET COMPANY

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

CLDN

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

Terminal 1

Ferryport, Alexandra Road, Dublin Port, Dublin 1, D01 P3K2

Terminal 2

Ferryport, Alexandra Road, Dublin Port, Dublin 1, D01 WD28

Terminal 4

Tolka Quay Road, Dublin Port, Dublin 1, D01 Y6X8

Terminal 5

Alexandra Road Extension, Dublin Port, Dublin 1, D01 AC93

Ocean Pier

Branch Road North, Alexandra Road, Dublin Port, Dublin 1

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



HEAVY LIFTING ENGINEERS

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



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Our crawler cranes also go up to 500 tonnes and are lifting boom configured.



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Perfect for any onsite and offsite relocations. Full lift and shift capabilities with a knuckle boom allowing for even greater mobility.



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These folding tower cranes are suitable for lifts in urban areas with confined sites.



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LO-LO SCHEDULE

EUROPEAN

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

IRISH SEA

Country	Port	Frequency	Agent	Line	Contact Details
UK	Liverpool	1 sailing weekly	CMA CGM	BG Freight Line	+353 1 803 8700
		4 sailings weekly		CMA CGM	+353 1 887 7437
	(Imports only)	Jenkinson Agencies	Borchard Lines	+353 1 816 3500	
	Southampton	1 sailing weekly	DSG	X-Press	+353 1 819 2600

NON-EUROPEAN

Country	Port	Frequency	Agent	Line	Contact Details
Lebanon	Beruit	1 sailing weekly	Jenkinson Agencies	Gracechurch Container Lines	+353 1 816 3500
Egypt	Alexandria	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
Israel	Haifa	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Ashdod	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500



Established Since 2000

North Quay Associates Ltd

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



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PASSENGER SCHEDULE

IRISH FERRIES

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Ulysses (Passenger & Freight) Tel: +353 818 300 400	Holyhead	TBC	Visit www.irishferries.com	Visit www.irishferries.com	Terminal 1
Dublin Swift (Passengers) Tel: +353 818 300 400	Holyhead	TBC	Visit www.irishferries.com	Visit www.irishferries.com	Terminal 1
W.B. Yeats (Passenger & Freight) Tel: +353 818 300 400	Cherbourg	TBC	Visit www.irishferries.com	Visit www.irishferries.com	Terminal 1
W.B. Yeats (Passenger & Freight) Tel: +353 818 300 400	Holyhead	TBC	Visit www.irishferries.com	Visit www.irishferries.com	Terminal 1

STENA LINE

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Stena Estrid (Passengers & Freight) Freight Tel: +44 870 8503535 Passengers Tel: +353 1 907 5555	Holyhead	2	12.15 23.45	14.45 02.15	Terminal 2
Stena Adventurer (Passengers & Freight) Freight Tel: +44 870 8503535 Passengers Tel: +353 1 907 5555		2	05.30 18.00	08.15 20.30	Terminal 2
Stena Horizon *temporarily Freight Tel: +44 870 8503535 Passengers Tel: +353 1 907 5555	Birkenhead	1	02:00	06:30	Terminal 5

ISLE OF MAN STEAM PACKET COMPANY

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Fastcraft Manannan Tel: 0044 8722 992 992**	Douglas		Seasonal	Seasonal	Terminal 1

Terminal 1

Ferryport, Alexandra Road, Dublin Port, Dublin 1, D01 P3K2

Terminal 2

Ferryport, Alexandra Road, Dublin Port, Dublin 1, D01 WD28

Terminal 4

Tolka Quay Road, Dublin Port, Dublin 1, D01 Y6X8

Terminal 5

Alexandra Road Extension, Dublin Port, Dublin 1, D01 AC93

Ocean Pier

Branch Road North, Alexandra Road, Dublin Port, Dublin 1

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

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

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

TIDE TABLES

Dublin (North Wall)

January 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Mon	02:41 14:54	3.52 3.80	08:15 20:59	1.30 1.06	08:40	16:16		
2	Tue	03:26 15:38	3.43 3.68	09:00 21:44	1.41 1.17	08:40	16:17		
3	Wed	04:15 16:26	3.34 3.55	09:51 22:33	1.53 1.29	08:39	16:18		
4	Thu	05:09 17:19	3.27 3.43	10:47 23:26	1.64 1.38	08:39	16:19	☾	
5	Fri	06:10 18:20	3.25 3.36	11:48	1.70	08:39	16:20		
6	Sat	07:12 19:25	3.30 3.36	00:24 12:48	1.44 1.69	08:38	16:22		
7	Sun	08:08 20:26	3.40 3.43	01:21 13:45	1.42 1.59	08:38	16:23		
8	Mon	08:58 21:21	3.56 3.55	02:16 14:39	1.35 1.42	08:37	16:24		
9	Tue	09:44 22:11	3.73 3.70	03:05 15:27	1.22 1.20	08:37	16:26		
10	Wed	10:27 22:57	3.91 3.83	03:50 16:12	1.07 0.96	08:36	16:27		
11	Thu	11:09 23:42	4.08 3.94	04:33 16:57	0.93 0.73	08:36	16:29	●	
12	Fri	11:52	4.21	05:15 17:42	0.81 0.55	08:35	16:30		
13	Sat	00:27 12:36	3.99 4.29	05:57 18:29	0.75 0.44	08:34	16:32		
14	Sun	01:13 13:24	3.99 4.31	06:42 19:18	0.76 0.42	08:33	16:33		
15	Mon	02:03 14:14	3.94 4.29	07:31 20:09	0.82 0.48	08:32	16:35		
16	Tue	02:54 15:06	3.86 4.21	08:24 21:04	0.92 0.60	08:32	16:37		

17	Wed	03:50 16:02	3.75 4.08	09:20 22:02	1.06 0.79	08:31	16:38	
18	Thu	04:49 17:02	3.63 3.91	10:21 23:03	1.21 1.00	08:29	16:40	☽
19	Fri	05:55 18:09	3.54 3.75	11:27	1.34	08:28	16:42	
20	Sat	07:04 19:21	3.51 3.63	00:09 12:39	1.20 1.43	08:27	16:44	
21	Sun	08:12 20:33	3.55 3.58	01:24 13:54	1.33 1.42	08:26	16:45	
22	Mon	09:15 21:40	3.65 3.59	02:35 15:03	1.36 1.30	08:25	16:47	
23	Tue	10:11 22:36	3.77 3.63	03:34 15:59	1.30 1.15	08:24	16:49	
24	Wed	10:58 23:21	3.88 3.66	04:20 16:45	1.21 1.00	08:22	16:51	
25	Thu	11:36 23:57	3.95 3.66	04:58 17:24	1.12 0.88	08:21	16:53	☉
26	Fri	12:08	3.99	05:33 18:00	1.05 0.81	08:19	16:55	
27	Sat	00:26 12:38	3.65 3.99	06:03 18:34	1.00 0.78	08:18	16:57	
28	Sun	00:55 13:09	3.64 3.97	06:34 19:07	0.98 0.79	08:17	16:58	
29	Mon	01:27 13:42	3.63 3.92	07:05 19:39	0.99 0.83	08:15	17:00	
30	Tue	02:02 14:18	3.60 3.85	07:38 20:12	1.03 0.89	08:14	17:02	
31	Wed	02:39 14:57	3.56 3.75	08:13 20:48	1.11 0.99	08:12	17:04	

February 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Thur	03:19 15:38	3.48 3.62	08:51 21:27	1.23 1.12	08:10	17:06		
2	Fri	04:04 16:24	3.38 3.46	09:36 22:12	1.37 1.28	08:09	17:08	☾	
3	Sat	04:57 17:19	3.27 3.31	10:28 23:08	1.52 1.45	08:07	17:10		
4	Sun	06:00 18:28	3.19 3.21	11:37	1.63	08:05	17:12		
5	Mon	07:15 19:50	3.22 3.24	00:23 12:59	1.55 1.62	08:03	17:14		
6	Tue	08:24 21:00	3.37 3.40	01:39 14:11	1.52 1.43	08:02	17:16		
7	Wed	09:21 21:57	3.60 3.61	02:45 15:11	1.35 1.14	08:00	17:18		
8	Thu	10:09 22:45	3.85 3.81	03:36 16:00	1.10 0.79	07:58	17:20		
9	Fri	10:54 23:28	4.09 3.97	04:21 16:45	0.85 0.48	07:56	17:22	●	
10	Sat	11:36	4.27	05:02 17:28	0.64 0.25	07:54	17:24		
11	Sun	00:11 12:19	4.05 4.38	05:42 18:12	0.50 0.13	07:52	17:26		
12	Mon	00:53 13:03	4.07 4.41	06:24 18:57	0.45 0.14	07:50	17:28		
13	Tue	01:37 13:50	4.02 4.36	07:09 19:44	0.50 0.27	07:48	17:30		
14	Wed	02:24 14:39	3.91 4.23	07:57 20:33	0.62 0.49	07:46	17:32		
15	Thu	03:12 15:32	3.77 4.03	08:49 21:26	0.81 0.77	07:44	17:34		
16	Fri	04:07 16:30	3.60 3.78	09:48 22:23	1.03 1.09	07:42	17:36	☽	

17	Sat	05:12 17:41	3.44 3.54	10:53 23:28	1.26 1.39	07:40	17:38	
18	Sun	06:27 19:01	3.35 3.37	12:09	1.42	07:38	17:40	
19	Mon	07:44 20:21	3.37 3.33	00:53 13:39	1.59 1.43	07:36	17:41	
20	Tue	08:55 21:34	3.49 3.39	02:24 14:56	1.57 1.29	07:34	17:43	
21	Wed	09:57 22:30	3.66 3.49	03:25 15:50	1.43 1.09	07:32	17:45	
22	Thu	10:44 23:11	3.80 3.55	04:09 16:31	1.26 0.92	07:30	17:47	
23	Fri	11:21 23:41	3.88 3.59	04:43 17:06	1.10 0.79	07:27	17:49	
24	Sat	11:50	3.92	05:14 17:38	0.96 0.71	07:25	17:51	☉
25	Sun	00:04 12:15	3.61 3.92	05:42 18:07	0.86 0.68	07:23	17:53	
26	Mon	00:27 12:42	3.64 3.91	06:09 18:34	0.81 0.68	07:21	17:55	
27	Tue	00:54 13:11	3.67 3.88	06:34 19:00	0.79 0.71	07:18	17:57	
28	Wed	01:24 13:45	3.68 3.83	07:02 19:29	0.80 0.76	07:16	17:59	
29	Thu	02:00 14:22	3.66 3.75	07:35 20:03	0.86 0.84	07:14	18:01	

TIDE TABLES

Dublin (North Wall)

March 2024								
Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Fri	02:39 15:03	3.60 3.63	08:12 20:42	0.96 0.99	07:12	18:03	
2	Sat	03:21 15:48	3.47 3.46	08:54 21:26	1.12 1.19	07:09	18:05	
3	Sun	04:10 16:41	3.32 3.27	09:45 22:20	1.31 1.42	07:07	18:06	☾
4	Mon	05:09 17:51	3.17 3.12	10:51 23:38	1.48 1.61	07:05	18:08	
5	Tue	06:29 19:26	3.12 3.13	12:27	1.52	07:02	18:10	
6	Wed	07:54 20:44	3.26 3.33	01:13 13:51	1.59 1.31	07:00	18:12	
7	Thu	08:58 21:42	3.52 3.58	02:28 14:57	1.36 0.95	06:58	18:14	
8	Fri	09:50 22:29	3.82 3.82	03:22 15:46	1.04 0.56	06:55	18:16	
9	Sat	10:35 23:11	4.09 3.99	04:06 16:30	0.72 0.24	06:53	18:18	
10	Sun	11:17 23:50	4.29 4.08	04:45 17:10	0.46 0.03	06:51	18:20	●
11	Mon	11:58	4.39	05:24 17:51	0.29 -0.04	06:48	18:21	
12	Tue	00:29 12:41	4.09 4.40	06:03 18:33	0.24 0.04	06:46	18:23	
13	Wed	01:09 13:26	4.03 4.31	06:45 19:17	0.29 0.23	06:43	18:25	
14	Thu	01:51 14:14	3.93 4.13	07:32 20:03	0.43 0.52	06:41	18:27	
15	Fri	02:38 15:06	3.78 3.89	08:24 20:53	0.65 0.85	06:39	18:29	
16	Sat	03:29 16:05	3.60 3.61	09:22 21:48	0.91 1.21	06:36	18:31	

17	Sun	04:30 17:18	3.41 3.34	10:27 22:52	1.16 1.52	06:34	18:33	☾
18	Mon	05:51 18:41	3.27 3.18	11:44	1.35	06:31	18:34	
19	Tue	07:14 20:06	3.27 3.18	00:16 13:20	1.72 1.36	06:29	18:36	
20	Wed	08:30 21:21	3.40 3.29	02:02 14:36	1.68 1.20	06:27	18:38	
21	Thu	09:33 22:12	3.57 3.42	03:03 15:27	1.48 1.01	06:24	18:40	
22	Fri	10:20 22:48	3.72 3.51	03:45 16:06	1.26 0.84	06:22	18:42	
23	Sat	10:55 23:14	3.80 3.57	04:19 16:39	1.05 0.73	06:19	18:43	
24	Sun	11:24 23:36	3.84 3.62	04:49 17:09	0.89 0.66	06:17	18:45	
25	Mon	11:49 23:57	3.84 3.66	05:16 17:35	0.79 0.64	06:15	18:47	☉
26	Tue	12:14	3.83	05:40 17:59	0.72 0.64	06:12	18:49	
27	Wed	00:21 12:42	3.71 3.81	06:03 18:24	0.70 0.67	06:10	18:51	
28	Thu	00:52 13:15	3.75 3.78	06:31 18:54	0.70 0.72	06:07	18:53	
29	Fri	01:27 13:54	3.74 3.71	07:05 19:30	0.75 0.82	06:05	18:54	
30	Sat	02:07 14:36	3.67 3.60	07:43 20:10	0.85 0.98	06:03	18:56	
31	Sun	03:51 16:24	3.55 3.44	09:29 21:57	1.00 1.20	07:00	19:58	

April 2024								
Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Mon	04:40 17:20	3.39 3.26	10:24 22:57	1.18 1.43	06:58	20:00	
2	Tue	05:41 18:34	3.24 3.13	11:38	1.33	06:55	20:02	☾
3	Wed	07:00 20:07	3.18 3.16	00:18 13:10	1.59 1.32	06:53	20:03	
4	Thu	08:24 21:24	3.31 3.36	01:51 14:33	1.54 1.09	06:51	20:05	
5	Fri	09:32 22:21	3.57 3.61	03:05 15:36	1.30 0.75	06:48	20:07	
6	Sat	10:26 23:08	3.85 3.82	03:59 16:26	0.97 0.42	06:46	20:09	
7	Sun	11:12 23:49	4.09 3.97	04:43 17:09	0.66 0.16	06:43	20:11	
8	Mon	11:56	4.25	05:24 17:50	0.41 0.03	06:41	20:12	●
9	Tue	00:27 12:39	4.05 4.32	06:03 18:30	0.26 0.03	06:39	20:14	
10	Wed	01:05 13:22	4.06 4.29	06:44 19:10	0.22 0.16	06:36	20:16	
11	Thu	01:44 14:07	4.02 4.17	07:27 19:52	0.28 0.38	06:34	20:18	
12	Fri	02:26 14:55	3.93 3.99	08:14 20:38	0.42 0.67	06:32	20:20	
13	Sat	03:12 15:48	3.80 3.75	09:06 21:27	0.62 0.98	06:29	20:22	
14	Sun	04:02 16:47	3.64 3.49	10:04 22:21	0.85 1.29	06:27	20:23	
15	Mon	05:02 17:57	3.46 3.25	11:08 23:24	1.07 1.56	06:25	20:25	☾
16	Tue	06:19 19:16	3.32 3.12	12:20	1.23	06:22	20:27	

17	Wed	07:39 20:36	3.29 3.13	00:38 13:44	1.73 1.26	06:20	20:29	
18	Thu	08:53 21:45	3.38 3.24	02:13 14:57	1.70 1.16	06:18	20:31	
19	Fri	09:55 22:34	3.51 3.38	03:23 15:50	1.52 1.01	06:16	20:32	
20	Sat	10:42 23:09	3.63 3.49	04:09 16:31	1.30 0.87	06:13	20:34	
21	Sun	11:20 23:39	3.71 3.57	04:45 17:05	1.10 0.77	06:11	20:36	
22	Mon	11:52	3.74	05:17 17:34	0.95 0.72	06:09	20:38	
23	Tue	00:04 12:20	3.64 3.75	05:45 18:00	0.85 0.70	06:07	20:40	☉
24	Wed	00:27 12:46	3.70 3.75	06:09 18:25	0.79 0.71	06:05	20:41	
25	Thu	00:52 13:16	3.76 3.75	06:35 18:53	0.75 0.73	06:02	20:43	
26	Fri	01:24 13:52	3.80 3.73	07:06 19:26	0.75 0.79	06:00	20:45	
27	Sat	02:02 14:34	3.79 3.67	07:42 20:05	0.78 0.90	05:58	20:47	
28	Sun	02:45 15:20	3.74 3.58	08:27 20:51	0.86 1.05	05:56	20:49	
29	Mon	03:32 16:12	3.65 3.46	09:18 21:44	0.97 1.24	05:54	20:50	
30	Tue	04:25 17:12	3.53 3.33	10:21 22:48	1.08 1.40	05:52	20:52	

TIDE TABLES

Dublin (North Wall)

May 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Wed	05:27	3.43	11:36	1.13	05:50	20:54	☾	
2	Thu	06:40	3.42	00:05	1.48	05:48	20:56		
3	Fri	07:55	3.52	01:23	1.42	05:46	20:58		
4	Sat	09:01	3.70	02:31	1.23	05:44	20:59		
5	Sun	09:58	3.90	03:28	0.98	05:42	21:01		
6	Mon	10:49	4.06	04:17	0.74	05:40	21:03		
7	Tue	11:37	4.15	05:02	0.55	05:38	21:05		
8	Wed	00:06	3.98	05:45	0.44	05:37	21:06	●	
9	Thu	00:45	4.00	06:28	0.40	05:35	21:08		
10	Fri	01:26	3.98	07:13	0.44	05:33	21:10		
11	Sat	02:08	3.93	08:02	0.54	05:31	21:11		
12	Sun	02:53	3.84	08:54	0.68	05:29	21:13		
13	Mon	03:42	3.72	09:49	0.84	05:28	21:15		
14	Tue	04:39	3.58	10:48	1.00	05:26	21:16		
15	Wed	05:47	3.45	11:51	1.13	05:24	21:18	☽	
16	Thu	06:59	3.39	00:01	1.63	05:23	21:20		

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Fri	08:06	3.39	01:12	1.65	05:21	21:21	
18	Sat	09:05	3.45	02:21	1.56	05:20	21:23	
19	Sun	09:55	3.53	03:18	1.41	05:18	21:24	
20	Mon	10:38	3.59	04:01	1.25	05:17	21:26	
21	Tue	11:15	3.64	04:37	1.12	05:15	21:27	
22	Wed	11:48	3.67	05:09	1.02	05:14	21:29	
23	Thu	12:21	3.70	05:39	0.94	05:13	21:30	○
24	Fri	00:27	3.80	06:10	0.87	05:11	21:32	
25	Sat	01:03	3.85	06:47	0.83	05:10	21:33	
26	Sun	01:44	3.87	07:30	0.82	05:09	21:35	
27	Mon	02:30	3.86	08:18	0.84	05:08	21:36	
28	Tue	03:20	3.82	09:15	0.87	05:07	21:37	
29	Wed	04:15	3.77	10:18	0.90	05:06	21:39	
30	Thu	05:15	3.72	11:24	0.91	05:05	21:40	☾
31	Fri	06:19	3.71	12:32	0.88	05:04	21:41	

June 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Sat	07:26	3.75	00:51	1.29	05:03	21:42		
2	Sun	08:30	3.81	01:56	1.20	05:02	21:43		
3	Mon	09:31	3.89	02:56	1.08	05:01	21:45		
4	Tue	10:29	3.95	03:51	0.94	05:00	21:46		
5	Wed	11:22	3.99	04:43	0.81	05:00	21:47		
6	Thu	12:12	3.98	05:32	0.72	04:59	21:48	●	
7	Fri	00:32	3.94	06:19	0.66	04:58	21:49		
8	Sat	01:12	3.96	07:05	0.65	04:58	21:49		
9	Sun	01:53	3.94	07:52	0.68	04:57	21:50		
10	Mon	02:36	3.90	08:40	0.75	04:57	21:51		
11	Tue	03:22	3.82	09:30	0.84	04:57	21:52		
12	Wed	04:12	3.71	10:22	0.95	04:56	21:53		
13	Thu	05:06	3.59	11:15	1.06	04:56	21:53		
14	Fri	06:06	3.48	12:10	1.16	04:56	21:54	☽	
15	Sat	07:09	3.41	00:19	1.56	04:55	21:54		
16	Sun	08:09	3.39	01:19	1.58	04:55	21:55		

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Mon	09:04	3.41	02:17	1.53	04:55	21:55	
18	Tue	09:54	3.46	03:09	1.45	04:55	21:56	
19	Wed	10:39	3.53	03:54	1.33	04:55	21:56	
20	Thu	11:21	3.60	04:35	1.20	04:56	21:56	
21	Fri	12:00	3.68	05:13	1.06	04:56	21:56	
22	Sat	00:06	3.86	05:52	0.93	04:56	21:57	○
23	Sun	00:46	3.95	06:34	0.81	04:56	21:57	
24	Mon	01:29	4.01	07:20	0.72	04:57	21:57	
25	Tue	02:15	4.05	08:09	0.68	04:57	21:57	
26	Wed	03:05	4.05	09:03	0.67	04:58	21:57	
27	Thu	03:58	4.03	10:02	0.68	04:58	21:57	
28	Fri	04:54	3.99	11:02	0.73	04:59	21:56	☾
29	Sat	05:54	3.92	12:03	0.80	04:59	21:56	
30	Sun	06:57	3.85	00:18	1.21	05:00	21:56	



Working smoke alarms save lives. Test yours regularly

Unplug chargers at 100%

Close doors at night

Have an evacuation plan for your home, and practice it



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Working with Dublin Port to make Dublin a safer place to live, work and visit.



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TIDE TABLES

Dublin (North Wall)

July 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Mon	08:04	3.80	01:22	1.25	05:01	21:55		
		20:53	3.58	14:09	0.96				
2	Tue	09:12	3.77	02:28	1.24	05:01	21:55		
		21:54	3.66	15:11	1.01				
3	Wed	10:16	3.77	03:33	1.17	05:02	21:55		
		22:50	3.75	16:09	1.02				
4	Thu	11:15	3.79	04:33	1.06	05:03	21:54		
		23:40	3.84	17:02	1.01				
5	Fri	12:07	3.79	05:27	0.94	05:04	21:53	●	
				17:47	0.99				
6	Sat	00:23	3.91	06:14	0.83	05:05	21:53		
		12:51	3.77	18:27	0.98				
7	Sun	01:01	3.96	06:57	0.77	05:06	21:52		
		13:31	3.72	19:04	0.99				
8	Mon	01:37	3.97	07:39	0.75	05:07	21:51		
		14:09	3.65	19:41	1.01				
9	Tue	02:14	3.95	08:21	0.77	05:08	21:50		
		14:47	3.58	20:19	1.06				
10	Wed	02:54	3.89	09:03	0.83	05:09	21:50		
		15:27	3.51	21:00	1.13				
11	Thu	03:35	3.81	09:46	0.92	05:10	21:49		
		16:09	3.43	21:43	1.22				
12	Fri	04:18	3.70	10:31	1.03	05:11	21:48		
		16:54	3.35	22:30	1.34				
13	Sat	05:06	3.57	11:18	1.15	05:13	21:47	☾	
		17:42	3.28	23:21	1.46				
14	Sun	05:58	3.43			05:14	21:46		
		18:39	3.22	12:07	1.28				
15	Mon	07:00	3.32	00:18	1.57	05:15	21:45		
		19:41	3.22	13:01	1.39				
16	Tue	08:09	3.28	01:18	1.62	05:16	21:43		
		20:42	3.28	13:58	1.44				

17	Wed	09:13	3.31	02:19	1.60	05:18	21:42	
		21:37	3.41	14:55	1.42			
18	Thu	10:09	3.42	03:17	1.48	05:19	21:41	
		22:25	3.58	15:48	1.33			
19	Fri	11:00	3.55	04:09	1.29	05:20	21:40	
		23:09	3.76	16:34	1.19			
20	Sat	11:44	3.69	04:55	1.06	05:22	21:39	
		23:49	3.94	17:16	1.03			
21	Sun	12:27	3.81	05:39	0.82	05:23	21:37	○
				17:57	0.88			
22	Mon	00:30	4.09	06:21	0.61	05:25	21:36	
		13:09	3.89	18:37	0.76			
23	Tue	01:12	4.20	07:05	0.47	05:26	21:34	
		13:52	3.93	19:19	0.71			
24	Wed	01:56	4.26	07:52	0.41	05:28	21:33	
		14:37	3.93	20:04	0.71			
25	Thu	02:43	4.27	08:42	0.42	05:29	21:31	
		15:25	3.88	20:53	0.78			
26	Fri	03:33	4.22	09:35	0.52	05:31	21:30	
		16:15	3.80	21:46	0.89			
27	Sat	04:26	4.12	10:30	0.67	05:32	21:28	
		17:09	3.69	22:43	1.03			
28	Sun	05:24	3.96	11:29	0.87	05:34	21:27	☾
		18:09	3.58	23:45	1.19			
29	Mon	06:29	3.79		1.09	05:36	21:25	
		19:18	3.50	12:32				
30	Tue	07:44	3.64	00:54	1.33	05:37	21:23	
		20:30	3.49	13:42	1.26			
31	Wed	09:00	3.57	02:10	1.39	05:39	21:21	
		21:38	3.57	14:55	1.35			

August 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Thu	10:11	3.58	03:27	1.32	05:40	21:20		
		22:39	3.70	16:02	1.32				
2	Fri	11:13	3.63	04:32	1.17	05:42	21:18		
		23:32	3.83	16:54	1.24				
3	Sat	12:04	3.67	05:24	0.99	05:44	21:16		
				17:37	1.13				
4	Sun	00:15	3.93	06:06	0.85	05:45	21:14	●	
		12:44	3.68	18:13	1.05				
5	Mon	00:48	3.98	06:43	0.76	05:47	21:12		
		13:15	3.66	18:46	0.98				
6	Tue	01:17	3.99	07:18	0.73	05:49	21:10		
		13:43	3.63	19:18	0.94				
7	Wed	01:47	3.98	07:52	0.74	05:51	21:08		
		14:14	3.61	19:49	0.94				
8	Thu	02:21	3.94	08:26	0.79	05:52	21:06		
		14:48	3.59	20:22	0.98				
9	Fri	02:56	3.87	09:00	0.88	05:54	21:05		
		15:24	3.56	20:57	1.06				
10	Sat	03:35	3.77	09:36	0.99	05:56	21:02		
		16:03	3.50	21:36	1.18				
11	Sun	04:17	3.63	10:15	1.13	05:57	21:01		
		16:45	3.41	22:18	1.33				
12	Mon	05:03	3.46	11:00	1.31	05:59	20:58	☾	
		17:34	3.30	23:09	1.50				
13	Tue	05:59	3.29	11:57	1.49	06:01	20:56		
		18:34	3.20						
14	Wed	07:12	3.16	00:15	1.65	06:02	20:54		
		19:51	3.19	13:08	1.61				
15	Thu	08:41	3.18	01:38	1.68	06:04	20:52		
		21:03	3.32	14:21	1.61				
16	Fri	09:49	3.33	02:51	1.53	06:06	20:50		
		22:01	3.53	15:26	1.46				

17	Sat	10:43	3.54	03:53	1.25	06:08	20:48	
		22:48	3.79	16:18	1.23			
18	Sun	11:29	3.75	04:42	0.91	06:09	20:46	
		23:30	4.04	17:00	0.97			
19	Mon	12:09	3.92	05:24	0.59	06:11	20:43	○
				17:39	0.73			
20	Tue	00:11	4.24	06:04	0.33	06:13	20:41	
		12:49	4.03	18:18	0.56			
21	Wed	00:51	4.38	06:45	0.18	06:15	20:39	
		13:29	4.07	18:58	0.47			
22	Thu	01:32	4.44	07:28	0.16	06:16	20:37	
		14:10	4.06	19:40	0.48			
23	Fri	02:16	4.41	08:14	0.26	06:18	20:35	
		14:54	3.98	20:26	0.58			
24	Sat	03:04	4.30	09:03	0.46	06:20	20:32	
		15:42	3.87	21:16	0.75			
25	Sun	03:56	4.11	09:57	0.73	06:22	20:30	
		16:33	3.72	22:13	0.98			
26	Mon	04:54	3.87	10:54	1.04	06:23	20:28	☾
		17:33	3.56	23:18	1.21			
27	Tue	06:04	3.61	11:59	1.33	06:25	20:25	
		18:48	3.44					
28	Wed	07:30	3.43	00:32	1.40	06:27	20:23	
		20:08	3.43	13:16	1.55			
29	Thu	08:54	3.39	02:00	1.46	06:28	20:21	
		21:24	3.54	14:45	1.60			
30	Fri	10:10	3.46	03:26	1.33	06:30	20:18	
		22:29	3.71	15:54	1.49			
31	Sat	11:09	3.57	04:27	1.12	06:32	20:16	
		23:20	3.87	16:42	1.32			

TIDE TABLES

Dublin (North Wall)

September 2024								
Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Sun	11:55	3.64	05:11	0.93	06:34	20:14	
2	Mon	00:00	3.96	05:48	0.79	06:35	20:11	
3	Tue	00:30	4.00	06:21	0.71	06:37	20:09	●
4	Wed	00:54	4.00	06:51	0.69	06:39	20:07	
5	Thu	01:20	3.98	07:19	0.71	06:41	20:04	
6	Fri	01:49	3.95	07:46	0.77	06:42	20:02	
7	Sat	02:22	3.89	08:14	0.85	06:44	19:59	
8	Sun	02:59	3.79	08:47	0.96	06:46	19:57	
9	Mon	03:40	3.65	09:25	1.12	06:47	19:55	
10	Tue	04:26	3.47	10:09	1.33	06:49	19:52	
11	Wed	05:20	3.26	11:06	1.56	06:51	19:50	☾
12	Thu	06:34	3.10	12:27	1.73	06:53	19:47	
13	Fri	08:15	3.12	01:08	1.66	06:54	19:45	
14	Sat	09:30	3.32	02:33	1.46	06:56	19:42	
15	Sun	10:26	3.58	03:36	1.11	06:58	19:40	
16	Mon	11:09	3.83	04:24	0.72	07:00	19:37	

17	Tue	11:48	4.02	05:05	0.37	07:01	19:35	
18	Wed	12:26	4.13	05:44	0.13	07:03	19:33	○
19	Thu	00:27	4.48	06:23	0.03	07:05	19:30	
20	Fri	01:08	4.51	07:03	0.08	07:07	19:28	
21	Sat	01:51	4.43	07:47	0.26	07:08	19:25	
22	Sun	02:39	4.27	08:33	0.54	07:10	19:23	
23	Mon	03:32	4.02	09:25	0.88	07:12	19:20	
24	Tue	04:32	3.73	10:24	1.23	07:13	19:18	☾
25	Wed	05:48	3.46	11:30	1.54	07:15	19:16	
26	Thu	07:17	3.30	00:15	1.40	07:17	19:13	
27	Fri	08:45	3.31	01:48	1.43	07:19	19:11	
28	Sat	10:00	3.44	03:10	1.27	07:21	19:08	
29	Sun	10:53	3.57	04:06	1.06	07:22	19:06	
30	Mon	11:33	3.67	04:47	0.89	07:24	19:04	

October 2024								
Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Tue	12:03	3.71	05:22	0.77	07:26	19:01	
2	Wed	00:05	3.99	05:53	0.71	07:28	18:59	●
3	Thu	00:30	3.98	06:21	0.71	07:29	18:56	
4	Fri	00:54	3.95	06:46	0.75	07:31	18:54	
5	Sat	01:22	3.91	07:10	0.81	07:33	18:52	
6	Sun	01:54	3.86	07:37	0.89	07:35	18:49	
7	Mon	02:32	3.77	08:11	1.01	07:36	18:47	
8	Tue	03:14	3.63	08:51	1.18	07:38	18:44	
9	Wed	04:01	3.46	09:38	1.40	07:40	18:42	
10	Thu	04:58	3.28	10:38	1.62	07:42	18:40	☾
11	Fri	06:14	3.15	12:00	1.77	07:44	18:37	
12	Sat	07:49	3.19	00:46	1.52	07:46	18:35	
13	Sun	09:04	3.40	02:08	1.30	07:47	18:33	
14	Mon	10:00	3.65	03:11	0.96	07:49	18:31	
15	Tue	10:44	3.89	04:00	0.61	07:51	18:28	
16	Wed	11:24	4.07	04:42	0.32	07:53	18:26	

17	Thu	12:03	4.18	05:22	0.15	07:55	18:24	○
18	Fri	00:06	4.46	06:02	0.12	07:57	18:21	
19	Sat	00:49	4.46	06:42	0.22	07:58	18:19	
20	Sun	01:35	4.35	07:24	0.43	08:00	18:17	
21	Mon	02:24	4.16	08:10	0.72	08:02	18:15	
22	Tue	03:18	3.91	09:01	1.04	08:04	18:13	
23	Wed	04:20	3.64	09:59	1.36	08:06	18:11	
24	Thu	05:34	3.40	11:04	1.63	08:08	18:08	☾
25	Fri	06:55	3.28	12:18	1.79	08:10	18:06	
26	Sat	08:17	3.30	01:18	1.36	08:12	18:04	
27	Sun	08:27	3.42	01:34	1.26	07:14	17:02	
28	Mon	09:18	3.56	02:31	1.11	07:15	17:00	
29	Tue	09:57	3.67	03:14	0.97	07:17	16:58	
30	Wed	10:28	3.74	03:50	0.88	07:19	16:56	
31	Thu	10:55	3.80	04:21	0.84	07:21	16:54	

TIDE TABLES

Dublin (North Wall)

November 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Fri	11:21	3.84	04:50	0.84	07:23	16:52	●	
		23:32	3.87	17:00	0.98				
2	Sat	11:46	3.87	05:15	0.88	07:25	16:50		
				17:27	0.97				
3	Sun	00:00	3.84	05:41	0.93	07:27	16:48		
		12:15	3.89	17:55	0.99				
4	Mon	00:33	3.80	06:10	1.00	07:29	16:46		
		12:51	3.88	18:29	1.03				
5	Tue	01:12	3.73	06:46	1.11	07:31	16:45		
		13:31	3.83	19:09	1.09				
6	Wed	01:57	3.63	07:29	1.26	07:33	16:43		
		14:16	3.75	19:57	1.18				
7	Thur	02:48	3.51	08:20	1.43	07:34	16:41		
		15:06	3.65	20:54	1.28				
8	Fri	03:46	3.39	09:22	1.59	07:36	16:39		
		16:03	3.57	22:03	1.33				
9	Sat	04:57	3.32	10:36	1.67	07:38	16:38	☾	
		17:09	3.54	23:20	1.29				
10	Sun	06:15	3.36	11:54	1.62	07:40	16:36		
		18:19	3.61						
11	Mon	07:26	3.51	00:34	1.13	07:42	16:34		
		19:24	3.77	13:01	1.45				
12	Tue	08:24	3.70	01:36	0.90	07:44	16:33		
		20:22	3.96	13:58	1.22				
13	Wed	09:14	3.89	02:30	0.67	07:46	16:31		
		21:15	4.14	14:48	0.97				
14	Thu	09:59	4.04	03:18	0.49	07:48	16:29		
		22:03	4.26	15:33	0.76				
15	Fri	10:41	4.14	04:02	0.40	07:49	16:28	○	
		22:51	4.31	16:18	0.61				
16	Sat	11:23	4.19	04:44	0.41	07:51	16:27		
		23:38	4.29	17:03	0.53				

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Sun	12:05	4.20	05:26	0.51	07:53	16:25	
				17:48	0.53			
18	Mon	00:25	4.19	06:09	0.69	07:55	16:24	
		12:48	4.16	18:36	0.61			
19	Tue	01:15	4.03	06:53	0.91	07:57	16:22	
		13:36	4.08	19:28	0.73			
20	Wed	02:08	3.83	07:42	1.15	07:59	16:21	
		14:26	3.96	20:23	0.89			
21	Thu	03:06	3.62	08:36	1.38	08:00	16:20	
		15:22	3.83	21:22	1.05			
22	Fri	04:10	3.43	09:36	1.58	08:02	16:19	
		16:25	3.70	22:24	1.20			
23	Sat	05:19	3.31	10:40	1.72	08:04	16:18	☾
		17:33	3.61	23:32	1.29			
24	Sun	06:28	3.29	11:51	1.76	08:05	16:16	
		18:39	3.58					
25	Mon	07:32	3.36	00:41	1.30	08:07	16:15	
		19:41	3.60	13:02	1.70			
26	Tue	08:26	3.47	01:43	1.25	08:09	16:14	
		20:35	3.65	14:02	1.57			
27	Wed	09:10	3.59	02:33	1.18	08:10	16:13	
		21:21	3.69	14:50	1.43			
28	Thu	09:48	3.70	03:14	1.12	08:12	16:12	
		22:02	3.73	15:30	1.30			
29	Fri	10:22	3.79	03:48	1.08	08:13	16:12	
		22:38	3.75	16:05	1.21			
30	Sat	10:54	3.85	04:20	1.06	08:15	16:11	
		23:11	3.76	16:36	1.15			

December 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Sun	11:23	3.91	04:49	1.06	08:17	16:10	●	
		23:44	3.77	17:07	1.10				
2	Mon	11:55	3.94	05:18	1.06	08:18	16:09		
				17:39	1.05				
3	Tue	00:20	3.76	05:52	1.08	08:19	16:09		
		12:32	3.96	18:17	1.02				
4	Wed	01:00	3.74	06:30	1.13	08:21	16:08		
		13:14	3.95	19:00	1.00				
5	Thu	01:45	3.70	07:15	1.21	08:22	16:08		
		14:00	3.93	19:48	1.01				
6	Fri	02:36	3.64	08:06	1.31	08:23	16:07		
		14:51	3.89	20:43	1.03				
7	Sat	03:32	3.58	09:03	1.39	08:25	16:07		
		15:45	3.85	21:43	1.04				
8	Sun	04:32	3.53	10:06	1.45	08:26	16:07	☾	
		16:42	3.82	22:48	1.04				
9	Mon	05:37	3.53	11:14	1.46	08:27	16:06		
		17:44	3.82	23:55	1.01				
10	Tue	06:44	3.58	12:20	1.40	08:28	16:06		
		18:48	3.85						
11	Wed	07:46	3.68	01:00	0.96	08:29	16:06		
		19:51	3.91	13:23	1.29				
12	Thu	08:44	3.80	02:00	0.88	08:31	16:06		
		20:51	3.98	14:21	1.14				
13	Fri	09:37	3.93	02:56	0.82	08:31	16:06		
		21:50	4.04	15:16	0.99				
14	Sat	10:26	4.04	03:47	0.77	08:32	16:06		
		22:43	4.07	16:08	0.84				
15	Sun	11:12	4.12	04:33	0.77	08:33	16:06	○	
		23:33	4.06	16:57	0.73				
16	Mon	11:55	4.16	05:16	0.81	08:34	16:06		
				17:44	0.67				

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Tue	00:20	4.00	05:58	0.88	08:35	16:06	
		12:38	4.16	18:30	0.66			
18	Wed	01:06	3.90	06:39	0.99	08:36	16:07	
		13:21	4.12	19:17	0.71			
19	Thu	01:53	3.76	07:23	1.12	08:36	16:07	
		14:07	4.04	20:05	0.80			
20	Fri	02:42	3.62	08:10	1.26	08:37	16:07	
		14:55	3.93	20:55	0.93			
21	Sat	03:33	3.47	09:01	1.41	08:37	16:08	
		15:46	3.79	21:47	1.08			
22	Sun	04:29	3.35	09:57	1.54	08:38	16:08	☾
		16:42	3.65	22:41	1.23			
23	Mon	05:28	3.28	10:57	1.65	08:38	16:09	
		17:42	3.53	23:39	1.35			
24	Tue	06:29	3.28	11:59	1.70	08:39	16:10	
		18:44	3.45					
25	Wed	07:27	3.33	00:39	1.43	08:39	16:10	
		19:43	3.42	13:03	1.69			
26	Thu	08:19	3.43	01:38	1.44	08:39	16:11	
		20:39	3.45	14:03	1.63			
27	Fri	09:07	3.55	02:31	1.41	08:40	16:12	
		21:28	3.50	14:54	1.52			
28	Sat	09:49	3.68	03:15	1.34	08:40	16:13	
		22:12	3.57	15:38	1.39			
29	Sun	10:27	3.79	03:54	1.26	08:40	16:14	
		22:52	3.65	16:15	1.25			
30	Mon	11:03	3.89	04:28	1.18	08:40	16:14	●
		23:30	3.72	16:50	1.11			
31	Tue	11:38	3.98	05:02	1.09	08:40	16:16	
				17:26	0.96			



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TIDE TABLES

Soldiers Point, Dundalk

January 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Mon	02:32 14:45	4.35 4.72	08:40 21:17	1.35 1.05	08:44	16:13		
2	Tue	03:17 15:29	4.23 4.56	09:17 21:55	1.49 1.19	08:44	16:14		
3	Wed	04:06 16:17	4.12 4.39	10:01 22:38	1.64 1.33	08:43	16:15		
4	Thu	05:00 17:10	4.04 4.24	10:50 23:27	1.77 1.45	08:43	16:16	☾	
5	Fri	06:01 18:11	4.01 4.15	11:48	1.85	08:43	16:17		
6	Sat	07:03 19:16	4.07 4.14	00:25 12:51	1.52 1.83	08:42	16:19		
7	Sun	07:59 20:17	4.21 4.23	01:29 13:57	1.51 1.72	08:42	16:20		
8	Mon	08:49 21:12	4.40 4.39	02:35 15:04	1.41 1.50	08:41	16:22		
9	Tue	09:35 22:02	4.63 4.58	03:36 16:02	1.25 1.23	08:41	16:23		
10	Wed	10:18 22:48	4.86 4.76	04:29 16:54	1.06 0.92	08:40	16:24		
11	Thu	11:00 23:33	5.07 4.89	05:17 17:42	0.88 0.63	08:40	16:26	●	
12	Fri	11:43	5.24	06:00 18:26	0.74 0.41	08:39	16:28		
13	Sat	00:18 12:27	4.96 5.34	06:40 19:09	0.67 0.27	08:38	16:29		
14	Sun	01:04 13:15	4.96 5.37	07:21 19:52	0.67 0.25	08:37	16:31		
15	Mon	01:54 14:05	4.90 5.34	08:03 20:35	0.75 0.32	08:36	16:32		
16	Tue	02:45 14:57	4.79 5.24	08:48 21:21	0.88 0.48	08:35	16:34		

17	Wed	03:41 15:53	4.65 5.07	09:34 22:10	1.05 0.71	08:34	16:36	
18	Thu	04:40 16:53	4.50 4.86	10:27 23:05	1.23 0.98	08:33	16:38	☽
19	Fri	05:46 18:00	4.38 4.65	11:28	1.41	08:32	16:39	
20	Sat	06:55 19:12	4.34 4.49	00:09 12:41	1.23 1.51	08:31	16:41	
21	Sun	08:03 20:24	4.39 4.43	01:32 14:08	1.39 1.49	08:30	16:43	
22	Mon	09:06 21:31	4.52 4.45	02:59 15:33	1.42 1.36	08:28	16:45	
23	Tue	10:02 22:27	4.68 4.50	04:10 16:40	1.35 1.16	08:27	16:47	
24	Wed	10:49 23:12	4.82 4.53	05:03 17:30	1.24 0.97	08:26	16:49	
25	Thu	11:27 23:48	4.91 4.54	05:43 18:09	1.13 0.82	08:24	16:51	☉
26	Fri	11:59	4.95	06:17 18:43	1.04 0.74	08:23	16:53	
27	Sat	00:17 12:29	4.52 4.96	06:46 19:14	0.98 0.70	08:21	16:54	
28	Sun	00:46 13:00	4.51 4.93	07:14 19:43	0.95 0.71	08:20	16:56	
29	Mon	01:18 13:33	4.49 4.87	07:41 20:10	0.96 0.76	08:18	16:58	
30	Tue	01:53 14:09	4.46 4.78	08:09 20:38	1.01 0.84	08:17	17:00	
31	Wed	02:30 14:48	4.40 4.65	08:38 21:07	1.11 0.96	08:15	17:02	

February 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Thur	03:10 15:29	4.30 4.48	09:10 21:40	1.26 1.12	08:13	17:04		
2	Fri	03:55 16:15	4.17 4.28	09:48 22:19	1.44 1.33	08:12	17:06	☾	
3	Sat	04:48 17:10	4.03 4.09	10:33 23:10	1.62 1.53	08:10	17:08		
4	Sun	05:51 18:19	3.93 3.96	11:37	1.76	08:08	17:10		
5	Mon	07:06 19:41	3.97 4.00	00:24 13:03	1.67 1.74	08:06	17:12		
6	Tue	08:15 20:51	4.16 4.19	01:50 14:29	1.62 1.52	08:04	17:14		
7	Wed	09:12 21:48	4.45 4.47	03:11 15:43	1.41 1.14	08:03	17:16		
8	Thu	10:00 22:36	4.78 4.73	04:13 16:41	1.10 0.72	08:01	17:18		
9	Fri	10:45 23:19	5.08 4.93	05:04 17:30	0.79 0.32	07:59	17:20	●	
10	Sat	11:27	5.32	05:47 18:13	0.52 0.03	07:57	17:22		
11	Sun	00:02 12:10	5.04 5.46	06:26 18:54	0.35 -0.11	07:55	17:24		
12	Mon	00:44 12:54	5.06 5.50	07:05 19:34	0.29 -0.10	07:53	17:26		
13	Tue	01:28 13:41	4.99 5.43	07:44 20:14	0.34 0.06	07:51	17:28		
14	Wed	02:15 14:30	4.86 5.26	08:25 20:55	0.50 0.34	07:49	17:31		
15	Thu	03:03 15:23	4.67 5.01	09:08 21:39	0.74 0.69	07:47	17:32		
16	Fri	03:58 16:21	4.46 4.69	09:58 22:29	1.02 1.09	07:44	17:35	☽	

17	Sat	05:03 17:32	4.25 4.37	10:56 23:29	1.30 1.47	07:42	17:37	
18	Sun	06:18 18:52	4.13 4.16	12:09	1.50	07:40	17:39	
19	Mon	07:35 20:12	4.16 4.11	00:56 13:50	1.71 1.52	07:38	17:41	
20	Tue	08:46 21:25	4.32 4.19	02:45 15:25	1.69 1.34	07:36	17:43	
21	Wed	09:48 22:21	4.53 4.31	04:00 16:29	1.52 1.09	07:34	17:45	
22	Thu	10:35 23:02	4.71 4.40	04:51 17:15	1.30 0.87	07:31	17:47	
23	Fri	11:12 23:32	4.82 4.44	05:28 17:51	1.10 0.71	07:29	17:49	
24	Sat	11:41 23:55	4.87 4.47	05:59 18:22	0.93 0.62	07:27	17:51	☉
25	Sun	12:06	4.87	06:26 18:49	0.80 0.58	07:25	17:52	
26	Mon	00:18 12:33	4.51 4.85	06:51 19:14	0.73 0.58	07:22	17:55	
27	Tue	00:45 13:02	4.54 4.82	07:14 19:37	0.71 0.61	07:20	17:56	
28	Wed	01:15 13:36	4.56 4.76	07:38 20:01	0.73 0.67	07:18	17:58	
29	Thu	01:51 14:13	4.54 4.65	08:06 20:30	0.80 0.78	07:15	18:00	

TIDE TABLES

Soldiers Point, Dundalk

March 2024								
Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Fri	02:30 14:54	4.45 4.49	08:38 21:02	0.93 0.96	07:13	18:02	
2	Sat	03:12 15:39	4.30 4.27	09:12 21:39	1.12 1.21	07:11	18:04	
3	Sun	04:01 16:32	4.09 4.03	09:56 22:26	1.36 1.50	07:08	18:06	☾
4	Mon	05:00 17:42	3.90 3.85	10:54 23:38	1.58 1.73	07:06	18:08	
5	Tue	06:20 19:17	3.84 3.86	12:28	1.62	07:04	18:10	
6	Wed	07:45 20:35	4.02 4.11	01:19 14:05	1.71 1.36	07:01	18:12	
7	Thu	08:49 21:33	4.36 4.43	02:50 15:26	1.42 0.91	06:59	18:14	
8	Fri	09:41 22:20	4.75 4.74	03:56 16:25	1.02 0.43	06:56	18:16	
9	Sat	10:26 23:02	5.09 4.96	04:47 17:14	0.62 0.02	06:54	18:18	
10	Sun	11:08 23:41	5.34 5.07	05:30 17:55	0.30 -0.24	06:52	18:20	●
11	Mon	11:49	5.48	06:09 18:34	0.09 -0.32	06:49	18:22	
12	Tue	00:20 12:32	5.09 5.48	06:46 19:13	0.02 -0.23	06:47	18:24	
13	Wed	01:00 13:17	5.02 5.37	07:23 19:51	0.08 0.02	06:44	18:26	
14	Thu	01:42 14:05	4.88 5.14	08:04 20:30	0.27 0.37	06:42	18:27	
15	Fri	02:29 14:57	4.69 4.83	08:48 21:12	0.54 0.79	06:39	18:29	
16	Sat	03:20 15:56	4.45 4.47	09:36 21:58	0.86 1.23	06:37	18:31	

17	Sun	04:21 17:09	4.21 4.13	10:32 22:55	1.18 1.63	06:34	18:33	☾
18	Mon	05:42 18:32	4.04 3.92	11:44	1.41	06:32	18:35	
19	Tue	07:05 19:57	4.04 3.91	00:16 13:27	1.88 1.42	06:30	18:37	
20	Wed	08:21 21:12	4.20 4.06	02:18 15:00	1.82 1.23	06:27	18:39	
21	Thu	09:24 22:03	4.42 4.23	03:33 16:02	1.58 0.99	06:25	18:40	
22	Fri	10:11 22:39	4.61 4.35	04:23 16:47	1.30 0.78	06:22	18:42	
23	Sat	10:46 23:05	4.72 4.42	05:02 17:23	1.04 0.63	06:20	18:44	
24	Sun	11:15 23:27	4.76 4.48	05:34 17:54	0.84 0.55	06:17	18:46	
25	Mon	11:40 23:48	4.76 4.54	06:01 18:19	0.71 0.52	06:15	18:48	☉
26	Tue	12:05	4.75	06:24 18:42	0.63 0.53	06:12	18:50	
27	Wed	00:12 12:33	4.60 4.73	06:46 19:05	0.60 0.56	06:10	18:52	
28	Thu	00:43 13:06	4.65 4.69	07:11 19:31	0.60 0.62	06:07	18:54	
29	Fri	01:18 13:45	4.63 4.60	07:41 20:02	0.66 0.75	06:05	18:55	
30	Sat	01:58 14:27	4.55 4.45	08:13 20:36	0.79 0.95	06:02	18:57	
31	Sun	03:42 16:15	4.39 4.25	09:52 22:15	0.97 1.22	07:00	19:59	

April 2024								
Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Mon	04:31 17:11	4.19 4.02	10:38 23:06	1.20 1.52	06:58	20:01	
2	Tue	05:32 18:25	3.99 3.85	11:42	1.39	06:55	20:03	☾
3	Wed	06:51 19:58	3.92 3.90	00:19 13:10	1.72 1.38	06:53	20:05	
4	Thu	08:15 21:15	4.09 4.15	01:54 14:43	1.65 1.09	06:50	20:07	
5	Fri	09:23 22:12	4.42 4.47	03:22 16:00	1.35 0.67	06:48	20:09	
6	Sat	10:17 22:59	4.78 4.74	04:28 17:01	0.94 0.24	06:45	20:10	
7	Sun	11:03 23:40	5.09 4.94	05:21 17:51	0.55 -0.08	06:43	20:12	
8	Mon	11:47	5.30	06:07 18:35	0.24 -0.24	06:40	20:14	●
9	Tue	00:18 12:30	5.04 5.38	06:48 19:14	0.06 -0.24	06:38	20:16	
10	Wed	00:56 13:13	5.05 5.34	07:28 19:52	0.00 -0.08	06:36	20:18	
11	Thu	01:35 13:58	4.99 5.20	08:07 20:30	0.07 0.20	06:33	20:20	
12	Fri	02:17 14:46	4.88 4.96	08:49 21:09	0.25 0.56	06:31	20:22	
13	Sat	03:03 15:39	4.72 4.65	09:33 21:50	0.51 0.95	06:29	20:23	
14	Sun	03:53 16:38	4.51 4.31	10:21 22:35	0.79 1.34	06:26	20:25	
15	Mon	04:53 17:48	4.28 4.01	11:15 23:30	1.07 1.68	06:24	20:27	☾
16	Tue	06:10 19:07	4.10 3.84	12:21	1.26	06:21	20:29	

17	Wed	07:30 20:27	4.06 3.85	00:38 13:46	1.88 1.30	06:19	20:31	
18	Thu	08:44 21:36	4.17 4.00	02:19 15:12	1.85 1.17	06:17	20:33	
19	Fri	09:46 22:25	4.34 4.17	03:44 16:17	1.63 0.98	06:15	20:35	
20	Sat	10:33 23:00	4.50 4.31	04:40 17:07	1.35 0.81	06:12	20:36	
21	Sun	11:11 23:30	4.59 4.42	05:23 17:46	1.10 0.69	06:10	20:38	
22	Mon	11:43 23:55	4.64 4.51	06:00 18:18	0.91 0.63	06:08	20:40	
23	Tue	12:11	4.65	06:30 18:45	0.78 0.60	06:05	20:42	☉
24	Wed	00:18 12:37	4.59 4.65	06:54 19:10	0.71 0.61	06:03	20:44	
25	Thu	00:43 13:07	4.66 4.65	07:19 19:36	0.67 0.64	06:01	20:46	
26	Fri	01:15 13:43	4.71 4.62	07:48 20:07	0.66 0.71	05:59	20:48	
27	Sat	01:53 14:25	4.70 4.55	08:21 20:41	0.70 0.85	05:57	20:49	
28	Sun	02:36 15:11	4.64 4.43	09:00 21:20	0.79 1.04	05:55	20:51	
29	Mon	03:23 16:03	4.52 4.27	09:43 22:04	0.93 1.27	05:52	20:53	
30	Tue	04:16 17:03	4.37 4.11	10:35 22:58	1.07 1.48	05:50	20:55	

TIDE TABLES

Soldiers Point, Dundalk

May 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Wed	05:18 18:16	4.24 4.02	11:40	1.14	05:48	20:57	☾	
2	Thu	06:31 19:36	4.22 4.08	00:07 12:54	1.58 1.07	05:46	20:59		
3	Fri	07:46 20:46	4.35 4.28	01:24 14:12	1.50 0.85	05:44	21:00		
4	Sat	08:52 21:44	4.58 4.51	02:40 15:25	1.26 0.55	05:42	21:02		
5	Sun	09:49 22:33	4.84 4.72	03:50 16:29	0.95 0.29	05:40	21:04		
6	Mon	10:40 23:17	5.04 4.87	04:50 17:25	0.65 0.11	05:38	21:06		
7	Tue	11:28 23:57	5.17 4.95	05:43 18:14	0.42 0.05	05:36	21:08		
8	Wed	12:14	5.19	06:30 18:56	0.27 0.12	05:34	21:09	●	
9	Thu	00:36 12:59	4.97 5.13	07:13 19:34	0.23 0.28	05:33	21:11		
10	Fri	01:17 13:45	4.95 4.98	07:55 20:13	0.28 0.52	05:31	21:13		
11	Sat	01:59 14:33	4.88 4.77	08:38 20:52	0.41 0.80	05:29	21:15		
12	Sun	02:44 15:24	4.77 4.52	09:22 21:33	0.58 1.09	05:27	21:16		
13	Mon	03:33 16:21	4.62 4.26	10:08 22:17	0.78 1.37	05:25	21:18		
14	Tue	04:30 17:23	4.44 4.02	10:58 23:06	0.98 1.61	05:24	21:20		
15	Wed	05:38 18:31	4.27 3.88	11:54	1.13	05:22	21:22	☽	
16	Thu	06:50 19:39	4.18 3.87	00:03 12:58	1.76 1.22	05:20	21:23		

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Fri	07:57 20:40	4.19 3.96	01:12 14:09	1.79 1.19	05:19	21:25	
18	Sat	08:56 21:31	4.27 4.11	02:29 15:17	1.68 1.10	05:17	21:27	
19	Sun	09:46 22:13	4.36 4.26	03:38 16:12	1.49 1.00	05:16	21:28	
20	Mon	10:29 22:48	4.45 4.40	04:31 16:59	1.29 0.91	05:14	21:30	
21	Tue	11:06 23:20	4.51 4.52	05:14 17:36	1.13 0.85	05:13	21:31	
22	Wed	11:39 23:48	4.55 4.62	05:51 18:10	1.00 0.81	05:11	21:33	
23	Thu	12:12	4.58	06:23 18:41	0.90 0.79	05:10	21:34	○
24	Fri	00:18 12:47	4.72 4.61	06:55 19:13	0.82 0.79	05:08	21:36	
25	Sat	00:54 13:27	4.78 4.61	07:31 19:48	0.76 0.84	05:07	21:37	
26	Sun	01:35 14:12	4.81 4.57	08:10 20:28	0.75 0.93	05:06	21:39	
27	Mon	02:21 15:01	4.79 4.51	08:52 21:10	0.77 1.06	05:05	21:40	
28	Tue	03:11 15:55	4.74 4.42	09:40 21:57	0.82 1.20	05:04	21:42	
29	Wed	04:06 16:54	4.67 4.33	10:33 22:49	0.85 1.31	05:02	21:43	
30	Thu	05:06 18:00	4.62 4.28	11:30 23:47	0.86 1.37	05:01	21:44	☾
31	Fri	06:10 19:07	4.60 4.29	12:32	0.82	05:00	21:45	

June 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Sat	07:17 20:12	4.64 4.38	00:51 13:39	1.34 0.74	04:59	21:47		
2	Sun	08:21 21:12	4.73 4.51	02:00 14:49	1.23 0.65	04:59	21:48		
3	Mon	09:22 22:07	4.83 4.64	03:11 15:57	1.07 0.56	04:58	21:49		
4	Tue	10:20 22:57	4.91 4.76	04:18 17:00	0.90 0.52	04:57	21:50		
5	Wed	11:13 23:42	4.95 4.84	05:21 17:54	0.74 0.52	04:56	21:51		
6	Thu	12:03	4.95	06:16 18:42	0.62 0.58	04:56	21:52	●	
7	Fri	00:23 12:49	4.90 4.88	07:04 19:22	0.55 0.68	04:55	21:53		
8	Sat	01:03 13:34	4.92 4.77	07:47 19:59	0.54 0.82	04:54	21:54		
9	Sun	01:44 14:19	4.90 4.62	08:30 20:37	0.58 0.97	04:54	21:55		
10	Mon	02:27 15:06	4.84 4.45	09:11 21:15	0.66 1.13	04:53	21:56		
11	Tue	03:13 15:54	4.74 4.28	09:53 21:55	0.78 1.29	04:53	21:56		
12	Wed	04:03 16:46	4.60 4.11	10:36 22:38	0.92 1.46	04:53	21:57		
13	Thu	04:57 17:42	4.45 3.98	11:22 23:26	1.05 1.59	04:52	21:58		
14	Fri	05:57 18:42	4.31 3.92	12:12	1.18	04:52	21:58	☽	
15	Sat	07:00 19:41	4.21 3.95	00:20 13:06	1.68 1.26	04:52	21:59		
16	Sun	08:00 20:35	4.19 4.04	01:19 14:05	1.70 1.29	04:52	21:59		

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Mon	08:55 21:24	4.21 4.18	02:24 15:06	1.64 1.27	04:52	22:00	
18	Tue	09:45 22:06	4.28 4.33	03:27 16:02	1.53 1.21	04:52	22:00	
19	Wed	10:30 22:45	4.37 4.49	04:22 16:51	1.39 1.13	04:52	22:01	
20	Thu	11:12 23:21	4.46 4.64	05:12 17:36	1.23 1.04	04:52	22:01	
21	Fri	11:51 23:57	4.55 4.79	05:55 18:17	1.05 0.95	04:52	22:01	
22	Sat	12:32	4.63	06:37 18:57	0.88 0.88	04:52	22:01	○
23	Sun	00:37 13:15	4.90 4.68	07:18 19:35	0.74 0.85	04:53	22:01	
24	Mon	01:20 14:00	4.99 4.70	08:01 20:16	0.63 0.86	04:53	22:01	
25	Tue	02:06 14:49	5.03 4.68	08:44 20:58	0.57 0.91	04:53	22:01	
26	Wed	02:56 15:41	5.04 4.63	09:30 21:43	0.56 0.98	04:54	22:01	
27	Thu	03:49 16:35	5.01 4.56	10:19 22:30	0.58 1.07	04:54	22:01	
28	Fri	04:45 17:33	4.95 4.48	11:10 23:22	0.63 1.16	04:55	22:01	☾
29	Sat	05:45 18:35	4.87 4.42	12:05	0.72	04:56	22:01	
30	Sun	06:48 19:40	4.78 4.40	00:19 13:05	1.24 0.83	04:56	22:00	



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TIDE TABLES

Soldiers Point, Dundalk

July 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Mon	07:55 20:44	4.71 4.44	01:23 14:15	1.28 0.93	04:57	22:00		
2	Tue	09:03 21:45	4.68 4.53	02:37 15:29	1.27 0.99	04:58	22:00		
3	Wed	10:07 22:41	4.68 4.65	03:56 16:40	1.19 1.00	04:59	21:59		
4	Thu	11:06 23:31	4.70 4.77	05:09 17:43	1.05 0.98	04:59	21:58		
5	Fri	11:58	4.70	06:11 18:32	0.90 0.96	05:00	21:58	●	
6	Sat	00:14 12:42	4.86 4.67	06:59 19:12	0.77 0.95	05:01	21:57		
7	Sun	00:52 13:22	4.91 4.61	07:40 19:46	0.69 0.96	05:02	21:57		
8	Mon	01:28 14:00	4.93 4.53	08:18 20:20	0.66 0.99	05:03	21:56		
9	Tue	02:05 14:38	4.90 4.44	08:55 20:53	0.69 1.05	05:05	21:55		
10	Wed	02:45 15:18	4.83 4.34	09:30 21:28	0.76 1.14	05:06	21:54		
11	Thu	03:26 16:00	4.73 4.24	10:06 22:03	0.87 1.26	05:07	21:53		
12	Fri	04:09 16:45	4.59 4.14	10:44 22:43	1.01 1.40	05:08	21:52		
13	Sat	04:57 17:33	4.42 4.04	11:24 23:27	1.17 1.55	05:09	21:51	☾	
14	Sun	05:49 18:30	4.24 3.97	12:09	1.33	05:11	21:50		
15	Mon	06:51 19:32	4.10 3.97	00:19 13:01	1.68 1.46	05:12	21:49		
16	Tue	08:00 20:33	4.04 4.05	01:18 14:02	1.75 1.53	05:13	21:48		

17	Wed	09:04 21:28	4.09 4.21	02:26 15:09	1.72 1.50	05:15	21:46	
18	Thu	10:00 22:16	4.22 4.43	03:36 16:15	1.58 1.38	05:16	21:45	
19	Fri	10:51 23:00	4.39 4.66	04:40 17:10	1.34 1.21	05:18	21:44	
20	Sat	11:35 23:40	4.57 4.89	05:35 17:59	1.05 1.01	05:19	21:42	
21	Sun	12:18	4.73	06:23 18:42	0.75 0.82	05:20	21:41	○
22	Mon	00:21 13:00	5.09 4.84	07:06 19:21	0.49 0.68	05:22	21:40	
23	Tue	01:03 13:43	5.23 4.89	07:47 20:00	0.31 0.61	05:24	21:38	
24	Wed	01:47 14:28	5.31 4.88	08:30 20:40	0.23 0.62	05:25	21:37	
25	Thu	02:34 15:16	5.32 4.82	09:12 21:22	0.26 0.70	05:27	21:35	
26	Fri	03:24 16:06	5.26 4.71	09:57 22:06	0.37 0.84	05:28	21:33	
27	Sat	04:17 17:00	5.12 4.58	10:43 22:54	0.56 1.02	05:30	21:32	
28	Sun	05:15 18:00	4.92 4.43	11:34 23:48	0.81 1.22	05:31	21:30	☾
29	Mon	06:20 19:09	4.70 4.33	12:32	1.08	05:33	21:28	
30	Tue	07:35 20:21	4.51 4.32	00:54 13:44	1.39 1.31	05:35	21:27	
31	Wed	08:51 21:29	4.42 4.42	02:16 15:09	1.46 1.41	05:36	21:25	

August 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Thu	10:02 22:30	4.43 4.59	03:49 16:32	1.38 1.38	05:38	21:23		
2	Fri	11:04 23:23	4.49 4.76	05:08 17:34	1.18 1.27	05:40	21:21		
3	Sat	11:55	4.55	06:07 18:21	0.96 1.14	05:42	21:19		
4	Sun	00:06 12:35	4.88 4.55	06:51 18:58	0.79 1.03	05:43	21:17	●	
5	Mon	00:39 13:06	4.94 4.53	07:27 19:30	0.68 0.95	05:45	21:15		
6	Tue	01:08 13:34	4.96 4.50	07:59 19:59	0.64 0.90	05:47	21:13		
7	Wed	01:38 14:05	4.94 4.48	08:30 20:27	0.66 0.90	05:49	21:12		
8	Thu	02:12 14:39	4.89 4.45	08:59 20:55	0.72 0.95	05:50	21:09		
9	Fri	02:47 15:15	4.80 4.41	09:28 21:25	0.82 1.05	05:52	21:07		
10	Sat	03:26 15:54	4.68 4.33	09:57 21:57	0.96 1.20	05:54	21:05		
11	Sun	04:08 16:36	4.50 4.22	10:30 22:33	1.14 1.39	05:56	21:03		
12	Mon	04:54 17:25	4.28 4.07	11:08 23:16	1.36 1.61	05:57	21:01	☾	
13	Tue	05:50 18:25	4.06 3.95	11:59	1.58	05:59	20:59		
14	Wed	07:03 19:42	3.89 3.93	00:16 13:08	1.79 1.74	06:01	20:57		
15	Thu	08:32 20:54	3.91 4.09	01:40 14:29	1.82 1.73	06:03	20:55		
16	Fri	09:40 21:52	4.11 4.37	03:05 15:48	1.64 1.55	06:04	20:53		

17	Sat	10:34 22:39	4.38 4.70	04:21 16:51	1.29 1.26	06:06	20:50	
18	Sun	11:20 23:21	4.65 5.02	05:20 17:41	0.87 0.94	06:08	20:48	
19	Mon	12:00	4.87	06:07 18:23	0.46 0.64	06:10	20:46	○
20	Tue	00:02 12:40	5.28 5.01	06:49 19:03	0.14 0.42	06:12	20:44	
21	Wed	00:42 13:20	5.46 5.06	07:29 19:41	-0.05 0.31	06:13	20:41	
22	Thu	01:23 14:01	5.53 5.04	08:08 20:19	-0.07 0.32	06:15	20:39	
23	Fri	02:07 14:45	5.50 4.95	08:49 20:59	0.05 0.45	06:17	20:37	
24	Sat	02:55 15:33	5.35 4.81	09:30 21:41	0.30 0.67	06:19	20:34	
25	Sun	03:47 16:24	5.12 4.62	10:15 22:28	0.64 0.95	06:21	20:32	
26	Mon	04:45 17:24	4.80 4.41	11:03 23:24	1.02 1.24	06:22	20:30	☾
27	Tue	05:55 18:39	4.47 4.25	12:01	1.39	06:24	20:27	
28	Wed	07:21 19:59	4.24 4.24	00:32 13:16	1.48 1.66	06:26	20:25	
29	Thu	08:45 21:15	4.19 4.38	02:04 14:57	1.55 1.72	06:28	20:23	
30	Fri	10:01 22:20	4.28 4.60	03:48 16:22	1.39 1.58	06:29	20:20	
31	Sat	11:00 23:11	4.42 4.80	05:02 17:20	1.13 1.38	06:31	20:18	

TIDE TABLES

Soldiers Point, Dundalk

September 2024								
Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Sun	11:46 23:51	4.51 4.92	05:53 18:04	0.88 1.17	06:33	20:15	
2	Mon	12:20	4.55	06:33 18:39	0.71 1.00	06:35	20:13	
3	Tue	00:21 12:45	4.97 4.55	07:06 19:09	0.61 0.87	06:37	20:11	●
4	Wed	00:45 13:06	4.97 4.56	07:34 19:35	0.59 0.80	06:38	20:08	
5	Thu	01:11 13:33	4.95 4.58	08:00 20:00	0.61 0.79	06:40	20:06	
6	Fri	01:40 14:03	4.90 4.59	08:24 20:25	0.68 0.83	06:42	20:03	
7	Sat	02:13 14:36	4.83 4.58	08:49 20:52	0.78 0.92	06:44	20:01	
8	Sun	02:50 15:14	4.70 4.51	09:17 21:23	0.93 1.07	06:46	19:58	
9	Mon	03:31 15:56	4.52 4.37	09:48 21:57	1.13 1.28	06:47	19:56	
10	Tue	04:17 16:43	4.28 4.18	10:25 22:39	1.39 1.52	06:49	19:53	
11	Wed	05:11 17:40	4.02 4.00	11:14 23:37	1.67 1.75	06:51	19:51	☾
12	Thu	06:25 18:57	3.82 3.91	12:28	1.89	06:53	19:48	
13	Fri	08:06 20:22	3.84 4.06	01:08 13:59	1.80 1.87	06:54	19:46	
14	Sat	09:21 21:27	4.10 4.39	02:43 15:24	1.55 1.61	06:56	19:43	
15	Sun	10:17 22:16	4.43 4.78	04:00 16:28	1.11 1.23	06:58	19:41	
16	Mon	11:00 22:59	4.75 5.14	04:59 17:19	0.62 0.83	07:00	19:38	

17	Tue	11:39 23:39	4.99 5.42	05:46 18:02	0.19 0.48	07:02	19:36	
18	Wed	12:17	5.14	06:29 18:42	-0.11 0.24	07:03	19:33	☉
19	Thu	00:18 12:54	5.59 5.19	07:08 19:20	-0.24 0.13	07:05	19:31	
20	Fri	00:59 13:34	5.63 5.16	07:46 19:58	-0.18 0.16	07:07	19:28	
21	Sat	01:42 14:17	5.53 5.05	08:25 20:38	0.05 0.33	07:09	19:26	
22	Sun	02:30 15:03	5.31 4.89	09:05 21:22	0.40 0.60	07:10	19:24	
23	Mon	03:23 15:54	5.00 4.68	09:48 22:10	0.82 0.92	07:12	19:21	
24	Tue	04:23 16:54	4.63 4.45	10:38 23:07	1.26 1.24	07:14	19:19	☾
25	Wed	05:39 18:12	4.27 4.28	11:35	1.65	07:16	19:16	
26	Thu	07:08 19:36	4.07 4.26	00:16 12:51	1.48 1.90	07:18	19:14	
27	Fri	08:36 20:54	4.08 4.40	01:51 14:35	1.51 1.89	07:19	19:11	
28	Sat	09:51 21:59	4.25 4.62	03:28 15:56	1.31 1.68	07:21	19:09	
29	Sun	10:44 22:48	4.42 4.81	04:37 16:53	1.06 1.43	07:23	19:06	
30	Mon	11:24 23:27	4.54 4.92	05:26 17:37	0.83 1.18	07:25	19:04	

October 2024								
Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Tue	11:54 23:56	4.60 4.96	06:05 18:13	0.69 0.99	07:27	19:01	
2	Wed	12:17	4.64	06:38 18:44	0.62 0.86	07:29	18:59	●
3	Thu	00:21 12:39	4.94 4.67	07:06 19:11	0.61 0.80	07:30	18:56	
4	Fri	00:45 13:03	4.91 4.70	07:30 19:34	0.66 0.80	07:32	18:54	
5	Sat	01:13 13:31	4.86 4.73	07:52 19:59	0.73 0.84	07:34	18:52	
6	Sun	01:45 14:05	4.79 4.71	08:16 20:27	0.84 0.93	07:36	18:49	
7	Mon	02:23 14:44	4.67 4.64	08:46 20:59	0.99 1.07	07:38	18:47	
8	Tue	03:05 15:27	4.50 4.50	09:20 21:35	1.20 1.25	07:40	18:44	
9	Wed	03:52 16:15	4.28 4.31	09:59 22:20	1.47 1.47	07:41	18:42	
10	Thu	04:49 17:12	4.04 4.14	10:50 23:21	1.75 1.64	07:43	18:39	☾
11	Fri	06:05 18:25	3.88 4.06	12:02	1.93	07:45	18:37	
12	Sat	07:40 19:47	3.93 4.20	00:46 13:30	1.63 1.87	07:47	18:35	
13	Sun	08:55 20:54	4.20 4.50	02:13 14:50	1.35 1.59	07:49	18:32	
14	Mon	09:51 21:47	4.53 4.87	03:29 15:55	0.93 1.20	07:51	18:30	
15	Tue	10:35 22:33	4.83 5.20	04:29 16:48	0.49 0.81	07:53	18:28	
16	Wed	11:15 23:15	5.06 5.44	05:20 17:36	0.13 0.48	07:55	18:25	

17	Thu	11:54 23:57	5.20 5.57	06:05 18:20	-0.08 0.26	07:56	18:23	☉
18	Fri	12:31	5.25	06:47 19:01	-0.13 0.16	07:58	18:21	
19	Sat	00:40 13:12	5.56 5.22	07:26 19:42	0.00 0.21	08:00	18:18	
20	Sun	01:26 13:54	5.42 5.13	08:05 20:23	0.26 0.37	08:02	18:16	
21	Mon	02:15 14:41	5.18 4.98	08:45 21:09	0.62 0.62	08:04	18:14	
22	Tue	03:09 15:33	4.86 4.79	09:28 21:57	1.03 0.90	08:06	18:12	
23	Wed	04:11 16:33	4.51 4.58	10:17 22:53	1.43 1.18	08:08	18:10	
24	Thu	05:25 17:46	4.20 4.41	11:12 23:57	1.77 1.37	08:10	18:07	☾
25	Fri	06:46 19:04	4.04 4.36	12:19	1.97	08:12	18:05	
26	Sat	08:08 20:18	4.07 4.44	01:18 13:47	1.42 1.96	08:14	18:03	
27	Sun	08:18 20:22	4.22 4.58	01:44 14:11	1.30 1.77	07:16	17:01	
28	Mon	09:09 21:13	4.40 4.73	02:54 15:12	1.11 1.52	07:18	16:59	
29	Tue	09:48 21:53	4.54 4.81	03:47 16:02	0.94 1.29	07:20	16:57	
30	Wed	10:19 22:26	4.64 4.84	04:29 16:42	0.83 1.11	07:22	16:55	
31	Thu	10:46 22:55	4.71 4.83	05:04 17:16	0.78 1.00	07:24	16:53	

TIDE TABLES

Soldiers Point, Dundalk

November 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Fri	11:12 23:23	4.77 4.81	05:35 17:45	0.78 0.95	07:26	16:51	●	
2	Sat	11:37 23:51	4.81 4.77	06:00 18:12	0.82 0.94	07:27	16:49		
3	Sun	12:06	4.83	06:25 18:38	0.89 0.96	07:29	16:47		
4	Mon	00:24 12:42	4.72 4.82	06:52 19:09	0.98 1.01	07:31	16:45		
5	Tue	01:03 13:22	4.63 4.76	07:24 19:44	1.11 1.09	07:33	16:43		
6	Wed	01:48 14:07	4.50 4.65	08:01 20:25	1.29 1.21	07:35	16:41		
7	Thur	02:39 14:57	4.34 4.53	08:44 21:12	1.51 1.32	07:37	16:39		
8	Fri	03:37 15:54	4.19 4.42	09:36 22:11	1.71 1.39	07:39	16:38		
9	Sat	04:48 17:00	4.09 4.38	10:40 23:21	1.81 1.34	07:41	16:36	☾	
10	Sun	06:06 18:10	4.14 4.47	11:54	1.75	07:43	16:34		
11	Mon	07:17 19:15	4.34 4.67	00:35 13:05	1.14 1.54	07:45	16:32		
12	Tue	08:15 20:13	4.59 4.92	01:46 14:13	0.85 1.24	07:47	16:31		
13	Wed	09:05 21:06	4.83 5.15	02:53 15:15	0.56 0.94	07:49	16:29		
14	Thu	09:50 21:54	5.02 5.31	03:51 16:09	0.34 0.67	07:51	16:27		
15	Fri	10:32 22:42	5.15 5.38	04:43 17:01	0.23 0.48	07:53	16:26	○	
16	Sat	11:14 23:29	5.22 5.34	05:29 17:48	0.24 0.39	07:54	16:24		

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Sun	11:56	5.22	06:11 18:32	0.37 0.39	07:56	16:23	
18	Mon	00:16 12:39	5.21 5.17	06:51 19:15	0.58 0.48	07:58	16:21	
19	Tue	01:06 13:27	5.01 5.07	07:30 20:01	0.86 0.64	08:00	16:20	
20	Wed	01:59 14:17	4.75 4.92	08:12 20:47	1.16 0.84	08:02	16:19	
21	Thu	02:57 15:13	4.48 4.75	08:57 21:36	1.45 1.04	08:04	16:17	
22	Fri	04:01 16:16	4.24 4.59	09:48 22:30	1.71 1.22	08:05	16:16	
23	Sat	05:10 17:24	4.08 4.47	10:44 23:32	1.88 1.34	08:07	16:15	☾
24	Sun	06:19 18:30	4.06 4.43	11:51	1.93	08:09	16:14	
25	Mon	07:23 19:32	4.14 4.45	00:43 13:07	1.36 1.85	08:11	16:13	
26	Tue	08:17 20:26	4.29 4.52	01:55 14:18	1.29 1.69	08:12	16:12	
27	Wed	09:01 21:12	4.45 4.58	02:56 15:17	1.20 1.51	08:14	16:11	
28	Thu	09:39 21:53	4.58 4.62	03:47 16:06	1.13 1.36	08:16	16:10	
29	Fri	10:13 22:29	4.70 4.65	04:27 16:46	1.08 1.24	08:17	16:09	
30	Sat	10:45 23:02	4.78 4.66	05:03 17:20	1.05 1.16	08:19	16:08	

December 2024									
Date	Day	High Water		Low Water		Sun Rise/Set		Moon	
		Time	m	Time	m	Time	Time		
1	Sun	11:14 23:35	4.85 4.67	05:34 17:52	1.04 1.10	08:20	16:07	●	
2	Mon	11:46	4.90	06:03 18:23	1.05 1.04	08:22	16:07		
3	Tue	00:11 12:23	4.67 4.92	06:35 18:58	1.08 1.00	08:23	16:06		
4	Wed	00:51 13:05	4.64 4.91	07:10 19:37	1.14 0.98	08:25	16:05		
5	Thu	01:36 13:51	4.58 4.88	07:49 20:17	1.24 0.99	08:26	16:05		
6	Fri	02:27 14:42	4.51 4.83	08:33 21:03	1.36 1.01	08:28	16:04		
7	Sat	03:23 15:36	4.43 4.77	09:20 21:54	1.47 1.03	08:29	16:04		
8	Sun	04:23 16:33	4.37 4.74	10:14 22:51	1.54 1.03	08:30	16:03	☾	
9	Mon	05:28 17:35	4.36 4.73	11:15 23:55	1.55 0.99	08:31	16:03		
10	Tue	06:35 18:39	4.43 4.78	12:20	1.48	08:33	16:03		
11	Wed	07:37 19:42	4.56 4.85	01:04 13:31	0.92 1.34	08:34	16:03		
12	Thu	08:35 20:42	4.72 4.94	02:16 14:41	0.83 1.16	08:35	16:03		
13	Fri	09:28 21:41	4.88 5.02	03:25 15:49	0.75 0.96	08:36	16:03		
14	Sat	10:17 22:34	5.02 5.06	04:26 16:50	0.69 0.78	08:37	16:03		
15	Sun	11:03 23:24	5.12 5.05	05:17 17:42	0.69 0.64	08:38	16:03	○	
16	Mon	11:46	5.18	06:01 18:28	0.73 0.56	08:38	16:03		

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Tue	00:11 12:29	4.97 5.18	06:41 19:10	0.83 0.55	08:39	16:03	
18	Wed	00:57 13:12	4.84 5.13	07:18 19:51	0.96 0.61	08:40	16:03	
19	Thu	01:44 13:58	4.67 5.02	07:56 20:32	1.13 0.73	08:41	16:04	
20	Fri	02:33 14:46	4.48 4.88	08:36 21:13	1.30 0.89	08:41	16:04	
21	Sat	03:24 15:37	4.29 4.71	09:18 21:57	1.49 1.07	08:42	16:04	
22	Sun	04:20 16:33	4.14 4.52	10:06 22:45	1.65 1.26	08:42	16:05	☾
23	Mon	05:19 17:33	4.05 4.37	10:59 23:39	1.78 1.41	08:43	16:06	
24	Tue	06:20 18:35	4.04 4.26	11:59	1.85	08:43	16:06	
25	Wed	07:18 19:34	4.11 4.23	00:41 13:08	1.51 1.84	08:43	16:07	
26	Thu	08:10 20:30	4.24 4.26	01:49 14:19	1.53 1.76	08:44	16:08	
27	Fri	08:58 21:19	4.40 4.33	02:54 15:22	1.49 1.62	08:44	16:09	
28	Sat	09:40 22:03	4.55 4.42	03:48 16:15	1.41 1.46	08:44	16:09	
29	Sun	10:18 22:43	4.70 4.52	04:34 16:58	1.31 1.29	08:44	16:10	
30	Mon	10:54 23:21	4.83 4.61	05:12 17:35	1.20 1.11	08:44	16:11	●
31	Tue	11:29 23:58	4.95 4.68	05:47 18:11	1.09 0.93	08:44	16:12	



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M		2	9	16	23	30	M		6	13	20	27	M		6	13	20	27	M		3	10	17	24	M		1	8	15	22	29	M		5	12	19	26		
T		3	10	17	24	31	T		7	14	21	28	T		7	14	21	28	T		4	11	18	25	T		2	9	16	23	30	T		6	13	20	27		
W		4	11	18	25		W		1	8	15	22	W		1	8	15	22	W		5	12	19	26	W		3	10	17	24	31	W		7	14	21	28		
T		5	12	19	26		T		2	9	16	23	T		2	9	16	23	T		6	13	20	27	T		4	11	18	25	T		1	8	15	22	29		
F		6	13	20	27		F		3	10	17	24	F		3	10	17	24	F		7	14	21	28	F		5	12	19	26	F		2	9	16	23	30		
S		7	14	21	28		S		4	11	18	25	S		4	11	18	25	S		1	8	15	22	S		6	13	20	27	S		3	10	17	24			
S		1	8	15	22	29	S		5	12	19	26	S		5	12	19	26	S		2	9	16	23	S		7	14	21	28	S		4	11	18	25			
July 2023					August 2023					September 2023					October 2023					November 2023					December 2023														
Week	26	27	28	29	30	31	Week	31	32	33	34	35	Week	35	36	37	38	39	Week	39	40	41	42	43	44	Week	44	45	46	47	48	Week	48	49	50	51	52		
M		3	10	17	24	31	M		7	14	21	28	M		4	11	18	25	M		2	9	16	23	30	M		6	13	20	27	M		4	11	18	25		
T		4	11	18	25		T		1	8	15	22	29	T		5	12	19	26	T		3	10	17	24	31	T		7	14	21	28	T		5	12	19	26	
W		5	12	19	26		W		2	9	16	23	30	W		6	13	20	27	W		4	11	18	25	W		1	8	15	22	29	W		6	13	20	27	
T		6	13	20	27		T		3	10	17	24	31	T		7	14	21	28	T		5	12	19	26	T		2	9	16	23	30	T		7	14	21	28	
F		7	14	21	28		F		4	11	18	25		F		1	8	15	22	29	F		6	13	20	27	F		3	10	17	24	F		1	8	15	22	29
S		1	8	15	22	29	S		5	12	19	26		S		2	9	16	23	30	S		7	14	21	28	S		4	11	18	25	S		2	9	16	23	30
S		2	9	16	23	30	S		6	13	20	27		S		3	10	17	24		S		1	8	15	22	S		5	12	19	26	S		3	10	17	24	31

2024

January 2024					February 2024					March 2024					April 2024					May 2024					June 2024														
Week	1	2	3	4	5	Week	5	6	7	8	9	Week	9	10	11	12	13	Week	14	15	16	17	18	Week	18	19	20	21	22	Week	22	23	24	25	26				
M		1	8	15	22	29	M		5	12	19	26	M		4	11	18	25	M		1	8	15	22	29	M		6	13	20	27	M		3	10	17	24		
T		2	9	16	23	30	T		6	13	20	27	T		5	12	19	26	T		2	9	16	23	30	T		7	14	21	28	T		4	11	18	25		
W		3	10	17	24	31	W		7	14	21	28	W		6	13	20	27	W		3	10	17	24	W		1	8	15	22	29	W		5	12	19	26		
T		4	11	18	25		T		1	8	15	22	29	T		7	14	21	28	T		4	11	18	25	T		2	9	16	23	30	T		6	13	20	27	
F		5	12	19	26		F		2	9	16	23		F		1	8	15	22	29	F		5	12	19	26	F		3	10	17	24	31	F		7	14	21	28
S		6	13	20	27		S		3	10	17	24		S		2	9	16	23	30	S		6	13	20	27	S		4	11	18	25	S		1	8	15	22	29
S		7	14	21	28		S		4	11	18	25		S		3	10	17	24	31	S		7	14	21	28	S		5	12	19	26	S		2	9	16	23	30
July 2024					August 2024					September 2024					October 2024					November 2024					December 2024														
Week	27	28	29	30	31	Week	31	32	33	34	35	Week	35	36	37	38	39	40	Week	40	41	42	43	44	Week	44	45	46	47	48	Week	48	49	50	51	52	1		
M		1	8	15	22	29	M		5	12	19	26	M		2	9	16	23	30	M		7	14	21	28	M		4	11	18	25	M		2	9	16	23	30	
T		2	9	16	23	30	T		6	13	20	27	T		3	10	17	24	T		1	8	15	22	29	T		5	12	19	26	T		3	10	17	24	31	
W		3	10	17	24	31	W		7	14	21	28	W		4	11	18	25	W		2	9	16	23	30	W		6	13	20	27	W		4	11	18	25		
T		4	11	18	25		T		1	8	15	22	29	T		5	12	19	26	T		3	10	17	24	31	T		7	14	21	28	T		5	12	19	26	
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S		7	14	21	28		S		4	11	18	25		S		1	8	15	22	29	S		6	13	20	27	S		3	10	17	24	S		1	8	15	22	29

2025

January 2025					February 2025					March 2025					April 2025					May 2025					June 2025														
Week	1	2	3	4	5	Week	5	6	7	8	9	Week	9	10	11	12	13	14	Week	14	15	16	17	18	Week	18	19	20	21	22	Week	22	23	24	25	26	27		
M		6	13	20	27	M		3	10	17	24	M		3	10	17	24	31	M		7	14	21	28	M		5	12	19	26	M		2	9	16	23	30		
T		7	14	21	28	T		4	11	18	25	T		4	11	18	25		T		1	8	15	22	29	T		6	13	20	27	T		3	10	17	24		
W		1	8	15	22	29	W		5	12	19	26	W		5	12	19	26	W		2	9	16	23	30	W		7	14	21	28	W		4	11	18	25		
T		2	9	16	23	30	T		6	13	20	27	T		6	13	20	27	T		3	10	17	24	T		1	8	15	22	29	T		5	12	19	26		
F		3	10	17	24	31	F		7	14	21	28	F		7	14	21	28	F		4	11	18	25	F		2	9	16	23	30	F		6	13	20	27		
S		4	11	18	25		S		1	8	15	22		S		1	8	15	22	29	S		5	12	19	26	S		3	10	17	24	31	S		7	14	21	28
S		5	12	19	26		S		2	9	16	23		S		2	9	16	23	30	S		6	13	20	27	S		4	11	18	25	S		1	8	15	22	29
July 2025					August 2025					September 2025					October 2025					November 2025					December 2025														
Week	27	28	29	30	31	Week	31	32	33	34	35	Week	36	37	38	39	40	Week	40	41	42	43	44	Week	44	45	46	47	48	Week	49	50	51	52	1				
M		7	14	21	28	M		4	11	18	25	M		1	8	15	22	29	M		6	13	20	27	M		3	10	17	24	M		1	8	15	22	29		
T		1	8	15	22	29	T		5	12	19	26	T		2	9	16	23	30	T		7	14	21	28	T		4	11	18	25	T		2	9	16	23	30	
W		2	9	16	23	30	W		6	13	20	27	W		3	10	17	24	W		1	8	15	22	29	W		5	12	19	26	W		3	10	17	24	31	
T		3	10	17	24	31	T		7	14	21	28	T		4	11	18	25	T		2	9	16	23	30	T		6	13	20	27	T		4	11	18	25		
F		4	11	18	25		F		1	8	15	22	29	F		5	12	19	26	F		3	10	17	24	31	F		7	14	21	28	F		5	12	19	26	
S		5	12	19	26		S		2	9	16	23	30	S		6	13	20	27	S		4	11	18	25	S		1	8	15	22	29	S		6	13	20	27	
S		6	13	20	27		S		3	10	17	24	31	S		7	14	21	28	S		5	12	19	26	S		2	9	16	23	30	S		7	14	21	28	

2024 YEAR PLANNER

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

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

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