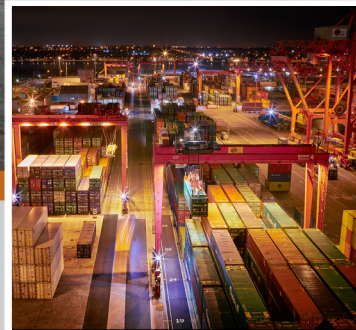


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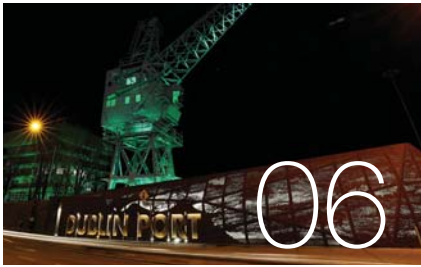
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Web: www.tarapublications.ie
Managing Director: Patrick Aylward
Sales & Marketing Director: Kathleen Belton
E: kathleenbelton@tarapublications.ie

Sales: Brian Clark, Michael O'Brien
Editor: John Walshe
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Printing: W&G Baird
E: brian@tarapublications.ie
E: johnwalshe@tarapublications.ie
E: ciara@tarapublications.ie
Web: www.rooeymedia.com
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Message From the **Chief Executive**



Dublin Port Company's full year trading figures for 2018 show that cargo volumes through Dublin Port hit record levels for the fourth year in a row, with growth of 4.3% to reach a new record 38.0m gross tonnes in 2018. This brings overall growth at Dublin Port in the five years since economic recovery began in 2013 to +35.7%. To facilitate future growth, Dublin Port continues to invest in new infrastructure based on its Masterplan 2040 and a €1 billion 10-year programme of works is underway. The company invested €93m in port infrastructure in 2018 and plans to invest a further €147m during 2019.

Looking at the 2018 trade figures in detail, imports grew by 5.5% to 22.7m gross tonnes, while exports grew by 2.5% to 15.3m gross tonnes. Containers and freight trailers account for 82% of all cargo and both the Ro-Ro and Lo-Lo sectors grew strongly. Ro-Ro grew by 4.0% in 2018 to over one million Ro-Ro units for the first time (1,032,000). Lo-Lo container volumes also grew by 4.0% to 726,000 TEU. Even though national first time registrations of new trade vehicles declined by -2.5% (as reported by the CSO), imports through Dublin Port increased by +4.1% to 103,000 during 2018, suggesting an increase in Dublin Port's share of the market for new vehicle imports.

Passenger volumes declined by -1.0% to 1,828,000, due to operational issues on ferries during the year. Similarly, the number of tourist vehicles declined by -1.2% to 515,000.

Dublin Port's cruise business grew again, with 150 cruise ship arrivals (compared to 127 in 2017) and growth of 32% in visitor numbers. The average size of cruise ship increased yet again, reaching 50,085 gross tonnes in 2018, an increase of +10.6% compared to the previous year.

For the first time ever, Dublin Port Company has seen one million Ro-Ro freight units passing through the port within the year. The millionth freight trailer in 2018 arrived on board Irish Ferries' Ulysses.

This is the first time for Dublin Port to surpass one million Ro-Ro units in a year, and signifies continued growth in Ro-Ro freight moving through the port. Dublin Port now handles nearly 90% of Ireland's Ro-Ro freight and the addition of the world's largest short sea Ro-Ro ship, MV Celine, in the past year accounts for an additional 8km of freight lanes / 600 freight units alone. To date, Ro-Ro freight at Dublin Port is ahead by 4.3% compared to last year, and up by some 41% on boom time levels last seen in 2007.

Growth of 4.3% for the second year in a row is yet further confirmation that the longstanding trend of compounding annual growth in Dublin Port is back.

Every year from 1993 to 2007 was a record year in Dublin Port. In the past four years, we have seen this pattern re-emerge, with 2018 the fourth year in a row for record growth. Dublin Port's volumes are now 23% higher than they were in 2007 before the crash.

Dublin Port's multi-million euro infrastructure investment programme continued with capital expenditure of €93m during 2018. Our investment in infrastructure is matched by our customers' continuing investments in new ships with huge freight capacity. Even as the €149m, 2,800 lane-metre W.B. Yeats enters service in Dublin Port this year, we are preparing for a second new Irish Ferries' ship with 5,610 lane-metres and also for Stena Line's 3,100 lane-metre E-Flexer, both due to enter service on the Dublin-Holyhead route during 2020.

Dublin Port is the country's most important port for Ireland's import and export trades, handling 84% of all containers and freight trailers in the Ro-Ro and Lo-Lo cargo modes. In recent years, we have seen huge additions to shipping capacity on services linking Ireland directly to Continental Europe, to the extent that two and a half times more freight already moves on direct routes to Continental Europe than goes via the UK landbridge.

While Brexit brings uncertainties and challenges to our business, the combination of investments by our customers and by Dublin Port is underpinned by a shared confidence in the future. Whether we are faced with a hard Brexit or not on March 29 next will become clearer in the coming days and weeks. If we are, Dublin Port will have significant additional border inspection post capacity available for State agencies in time. Coping with the challenges of a hard Brexit is a challenge not only for us but also for State agencies and for our customers. We will be as prepared as it is possible to be; Dublin Port is open for business.

Eamonn O'Reilly
CEO,
Dublin Port Company



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Year in Review



Pictured at Dublin Port at the launch of the 13th annual Aware Harbour2Harbour Walk are Dublin Footballer, Bernard Brogan and Leah Conway, aged 8 from Finglas, Dublin.

2,000 People Take Part in Harbour2Harbour Walk

Over 2,000 enthusiastic walkers took part in the annual Aware Harbour2Harbour Walk on St Patrick's Day, walking 26 kilometres from Howth Harbour to Dun Laoghaire Harbour or vice versa.

Dublin Port Company sponsored the event for the fourth year running and hosted the 'Halfway Hooley' at their recently opened public plaza. Eamonn O'Reilly, CEO at Dublin Port Company, described the Aware Harbour2Harbour Walk again as "a very special event that brings together people, ports and harbours, river and city for an important cause".

Gerry O'Brien, Head of Fundraising at Aware, commented: "The Harbour2Harbour Walk offers the perfect excuse to get friends and family together to mark St Patrick's Day in a fun and healthy way, while also raising money for a great cause. As a result of this and other fundraising efforts, Aware is able to provide support services for individuals and families impacted by depression or bipolar disorder, as well as delivering free mental health education programmes to adults and senior cycle students throughout the country."



Dublin Port Landmarks Go Green for St Patrick's Day

For the first time ever in 2018, three of Dublin Port's iconic landmarks were illuminated in green to celebrate the St Patrick's Day festival. The Diving Bell on Sir Rogerson's Quay, Port Centre and Crane 292 were aglow in emerald green from March 15-19 at dusk each evening.

The Diving Bell, Port Centre and Crane 292 are in illustrious company, as each year global landmarks show their Patrick's Day spirit by going green, including the Colosseum in Rome, Sydney Opera House and Niagara Falls, as well as the GPO, Kilkenny Castle and the Rock of Cashel closer to home.

"The inclusion of these iconic port landmarks is of special significance for us as port city integration is at the core of everything we do," noted Eamonn O'Reilly, CEO, Dublin Port Company. "There is a shared history, culture and community between the port and our capital city."

Dublin Port's iconic Diving Bell, Port Centre and Crane 292 joined in the global greening for St Patrick's Day Festival 2018.



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World's Largest Short Sea Ro-Ro Ship Christened

April 20, 2018, saw MV Celine, the world's largest short sea Ro-Ro ship, christened in a ceremony at Dublin Port with guest of honour, An Taoiseach, Leo Varadkar TD, Godmother to the new ship, Geraldine O'Reilly, and the port's chaplains. The formal ceremony is a long-held tradition intended to bring good fortune to the ship and involves breaking a champagne bottle against the hull as the ship is christened.

To mark the occasion, new Irish music commissioned by Dublin Port and performed by John Sheahan of the Dubliners and Colm Mac Con Iomaire of The Frames premiered at the ceremony, heralding the ship's naming in front of invited guests representing her Luxembourg-based owner CLdN and the wider European shipping industry.

With a capacity of 8,000 lane-metres, MV Celine represents the next generation of super ferries servicing Dublin Port. Significantly, her arrival marks a new

milestone in the multi-million-euro ABR Project to futureproof Dublin Port. Such is her size, MV Celine would not have been able to call into Dublin Port had development works on three kilometres of berths not already commenced.

The 235m long ship was constructed in South Korea's Hyundai Mipo Shipyard before being deployed to her homeports of Zeebrugge and Rotterdam. In October 2017, MV Celine made her maiden call into Dublin, providing additional capacity for customers trading with Continental Europe via the ports of Zeebrugge and Rotterdam.

Speaking at the christening, An Taoiseach, Leo Varadkar TD said: "I would like to congratulate CLdN on its continued commitment to providing enhanced cargo shipping into and out of Ireland. I also congratulate their environmentally friendly approach by developing a vessel



MV Celine, the world's largest short sea Ro-Ro ship.

Pictured celebrating the christening of MV Celine are An Taoiseach, Leo Varadkar TD, with Eamonn O'Reilly, CEO, Dublin Port Company (left); 'godmother' to the ship, Geraldine O'Reilly; and CLdN's Christian Cigrang.



that allows for dual fuel propulsion and lower carbon emissions. The MV Celine is the largest short-sea Roll-on/Roll-off vessel in the world and will strengthen Ireland's trade links with Europe by providing direct services from Dublin to Rotterdam and Zeebrugge."

Eamonn O'Reilly, Chief Executive, Dublin Port Company, described it as "an honour for Dublin

Port to host the christening of MV Celine at such an exciting time for Dublin Port. The addition of new ships and sailings shows the shipping sector's resilience and ability to adapt to changing customer needs, particularly in response to Brexit. We expect MV Celine will mark the beginning of additional new services to Continental Europe from Dublin Port over the coming years."

John Sheahan and Colm Mac Con Iomaire perform new music commissioned for the MV Celine by Dublin Port Company.





First Cruise Ship Calls Dublin Home

The first cruise ship to ever be based in Dublin arrived on April 29, 2018, for a mini-season from the Irish port. Celebrity Eclipse from Celebrity Cruises brought 2,850 guests into the city each time a sailing started from Dublin Port. In total, over 14,000 people started their cruise holiday from Dublin on Celebrity Eclipse in 2018.

On Monday, April 30, 2018, guests embarked on Celebrity Eclipse to enjoy the inaugural sailing and first cruise of the season based from the port, a 10-night Ireland and Iceland cruise. Boasting a real grass lawn on the top deck and 19 bars

and restaurants, Celebrity Eclipse is twice the length of the pitch at Croke Park at 317m long and features more than five-times the number of rooms as the Shelbourne Hotel.

“Thank you to the city of Dublin for making Celebrity Eclipse feel so at home,” noted Jo Rzymowska, vice president and managing director, Celebrity Cruises, Ireland, UK and Asia. “We’re blown away by the welcome. This is the first time in three years that we’ve added a new European homeport to our itineraries and Dublin has exceeded our expectations. Testament to the strong demand from our guests to sail





from Dublin, we are excited to return with another ship and another mini season in 2019.”

The then Lord Mayor of Dublin, Mícheál MacDonncha, described it as “an exciting opportunity for the city following years of investment, and a great milestone in the success of our expanding cruise port.”

In May and June 2019, the Celebrity Cruises ship Celebrity Reflection will sail from Dublin Port as part of a mini-season, offering five cruises from Ireland. Celebrity Reflection is marginally larger than Celebrity Eclipse, accommodating just over 3,000 guests and features many of the same luxury venues.



The arrival of the Royal Princess in May officially marked the launch of the 2018 record cruise season.



Record Cruise Season in 2018

2018 was a record cruise season for Dublin Port, with 151 cruise calls bringing just over 270,000 visitors to the city.

Among the 151 cruise calls in 2018 were nine maiden calls and 23 cruise calls featured ships longer than 300m, including the 330m Royal Princess, pictured, carrying more than 3,000 passengers and crew. Dublin Port is increasingly attracting the largest ships in the world's fleet, emphasising Dublin's attraction as a popular destination on the itineraries of all the largest cruise line companies.

"We are seeing growing demand for Dublin Port on passenger itineraries from the world's leading cruise lines, with more requests to accommodate larger ships and strong demand for turnarounds," said Pat Ward, Cruise Business Manager, Dublin Port Company. "An estimated 90% of turnaround passengers will fly into Dublin Airport to begin their cruise holidays, and these passengers alone account for one-fifth of the €50m boost to the local economy from cruise tourism in 2018. As our cruise business evolves, Dublin Port Company remains firmly focused on future-proofing our infrastructure to accommodate the next generation of super-sized vessels, both cargo and cruise."



Tall Ships Regatta

The Tall Ships Regatta sailed into Dublin Port from June 1-4. Organised by Sail Training International, the stopover in Dublin is hosted by Dublin City Council and Dublin Port Company. Visitors were invited to drop into Grand Canal Dock and Sir John Rogerson's Quay to see these wonderful ships, some of which allowed free public access.

This was the first time Dublin hosted a Tall Ships event since 2012 and the event focused on maritime activities, sail training opportunities, permanent visitor attractions and water based activities in the Dublin Docklands area.

Welcoming the Tall Ships to Dublin, then Lord Mayor of Dublin, Mícheál Mac Donncha said, "As Admiral of Dublin Port, I would like to welcome the Tall Ships and their crews to Dublin city. I am delighted that over 50 trainees from the North East Inner City have been given the opportunity to take part in the race with the support of Sail Training Ireland. Events like the Tall Ships Regatta help to showcase the River Liffey as an amenity for leisure and recreation activities and strengthen the links between Dublin city and the port."



Pictured on board The Pelican of London tall ship berthed on Sir John Rogerson's Quay were then Lord Mayor of Dublin, Mícheál Mac Donncha; S/Lt of L.E Orla, Eoghan O'Hara; Betty Ashe, St Andrews Resource Centre, Pearse Street; Michael Sheary, Dublin Port Company; LT/CDR of L.E Orla, Ronan McLoughlin; and Ross McDonald, Sail Training International.







Lord Mayor of Dublin and Honorary Admiral of Dublin Port, Nial Ring, is pictured with Dolores Wilson, chairperson of St Andrew's Resource Centre South Docks Festival, and Betty Ashe of St Andrew's Resource Centre, Lucy McCaffrey, Chairperson Dublin Port Company, and Eamonn O'Reilly, Chief Executive, Dublin Port Company, at the Casting of the Spear.

Casting of the Spear

The new Lord Mayor of Dublin, Nial Ring, took to the waters of Dublin Bay in July to take part in the annual Casting of the Spear ceremony. A tradition dating back 530 years, the Casting of the Spear is the first official duty for Lord Mayor Nial Ring as Honorary Admiral of Dublin Port at his investiture from Dublin Port Chairperson Lucy McCaffrey. The title of Honorary Admiral of Dublin Port has been bestowed on the Lord Mayor of Dublin for over 20 years.

The Casting the Spear can be traced back to 1488 when Thomas Mayler, who was then Lord Mayor of Dublin, rode out on horseback and cast a spear as far as he could into the sea to mark the city's boundaries eastwards.

"As someone who was born and reared beside Dublin Port, I am absolutely thrilled to have the honour of Casting the Spear and marking the eastern boundary of the City," the Lord Mayor said. "Also, having the distinction of becoming the Honorary Admiral of the Port is also very exciting and I'm delighted to assume this prestigious role. The year ahead is particularly busy and active for Dublin

Port as it continues to develop, expand and grow and I will be working closely with Dublin Port Company CEO Eamonn O'Reilly and his team to progress its projects under the Masterplan."

There to witness the Casting of the Spear ceremony were members of the local port community enjoying the launch of the annual South Docks Festival, run by the St Andrew's Resource Centre of Pearse Street, in collaboration with a number of local clubs and groups, including Pearse Area Recreational Centre. It is a celebration of community and heritage, taking pride in the identity inherent in the South Dublin Docklands area.

"I would like to thank Lord Mayor Ring for his participation in the Casting of the Spear, a ceremony that celebrates our heritage as a port city," noted Dublin Port Chairperson Lucy McCaffrey. "Today's re-enactment is symbolic of Dublin Port's continued commitment to preserving, for the city and its people, an understanding of the history that binds the port and the city."



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Hope Floats for Coolmine Voyage of Recovery

September saw 24 Coolmine clients sailing across the Irish sea on a Voyage of Recovery, as part of the worldwide Month of Recovery.

The Voyage sees those in addiction recovery trying their hand at sailing, most for the first time, with Cork company, Sailing into Wellness. The organisation was established by James Lyons, one of Ireland's most experienced sail training professionals, and Colin Healy from Mallow, who overcame addiction and mental health problems through sailing.

The Voyage of Recovery programme provides an opportunity for those with drug and alcohol problems to develop mindfulness skills and build confidence through sailing. The 2018 voyage saw an increase in participation from 12 clients in 2017 to 24.





“The minute you step onto the boat, you leave everything on land behind. And I don’t mean it’s a form of escapism. It’s a way to help you quieten your mind so you can think in a very clear way. You come out of your own head. There’s nothing like it to help with recovery,” explained one previous Voyage of Recovery participant, who is now employed in Coolmine and has continued his sailing training, with the support of Sailing into Wellness.

Pauline McKeown, Coolmine Chief Executive, notes that those clients who participate in the Voyage have a greater chance at recovery: “All those who have taken part in the Voyage into Recovery programme remain in recovery. This represents a 30% higher retention than those who are in treatment with Coolmine who were not exposed to the Voyage. It is an invaluable recovery asset.”

The Voyage of Recovery project is supported by the Dublin Port Company, Sailing into Wellness and private supporters.



Dublin Port Company on the Ball

September 2018 saw Dublin Port Company and Stella Maris FC announcing a partnership that will see the leading amateur football club's home ground renamed, 'Dublin Port Stadium - The home of Stella Maris FC'.

The sponsorship deal will run for five years, with Dublin Port Company providing financial support to the Drumcondra-based club as it looks to modernise its facilities.

Stella Maris, which has been at the heart of Dublin's north inner-city community, is recognised as having one of Ireland's leading football academy set-ups, with players going on to play professionally for the Irish national team and in the English and Scottish leagues. The club has produced the likes of Stella Maris club president, John Giles as well as Keith Andrews, who joined Dublin Port Company CEO Eamonn O'Reilly and Football Association Ireland CEO John Delaney at the official renaming of the club's new home.

Stella Maris (translated as Star of the Sea) is now in its 75th year and has ambitious plans to develop the 'Dublin Port Stadium' to include a stand to hold 300 spectators, a club shop, gymnasium, and video analysis room.

"This is a new chapter in the history of Stella Maris and we welcome our partnership with Dublin Port Company," commented John Giles. "We have exciting plans to improve the facilities at our club which will only enhance the opportunity for more girls and boys to take part in the game but also produce the next generation of Ireland football stars. We thank Dublin Port for its contribution and we look forward to working together as we progress in the future."

Eamonn O'Reilly, CEO of Dublin Port Company, said: "We're delighted to be entering into a five-year sponsorship with Stella Maris FC and to unveil Dublin Port Stadium – The home of Stella Maris FC. It has been part of the fabric of the community for 75 years and Dublin Port has been around for considerably longer. We're proud to have the Port name associated with a football club which has played an essential role in Irish soccer. We continue our mission to strengthen port to city community links and our partnership with Stella Maris is just another example of our investment into the Drumcondra and East Wall communities."

Paschal Donohoe, Minister for Finance and TD for Dublin Central, said: "I welcome the partnership between Stella Maris and Dublin Port in what will be a great boost to the community in Drumcondra. For 75 years, the football club has been an asset to the people in the area and it is platform for hundreds of boys and girls to play the sport they love, while developing their talents. This partnership will help ensure that Stella Maris will be here for many more decades and with Dublin Port's support, the club will have new facilities to be proud of."

More than 350 girls and boys are signed-up with Stella Maris and field teams in the Dublin & District Schoolboy League and the Dublin Women's Soccer League. In addition to Johnny Giles and Keith Andrews, the club has also unearthed the likes of Eamon Dunphy, David O'Leary, Stephen Carr, Stephanie Roche and Áine O'Gorman.



Minister for Finance and Public Expenditure & Reform, Paschal Donohoe TD is pictured with Eamonn O'Reilly, CEO, Dublin Port Company, and Irish football legends and former Stella Maris players, Keith Andrews and John Giles, who is Stella Maris club president, as well as children from the current Stella Maris FC academy, at the unveiling of the sponsorship.

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Pictured are (l-r): Dublin Port Company Harbour Master, Michael McKenna, Lord Mayor of Dublin Nial Ring, and Edel Currie, Community Engagement Manager, Dublin Port Company.

Celebrating Rinn Voyager

November saw members of Dublin's dockland communities gathering at Poolbeg Yacht Club to celebrate more than 25 years of the Rinn Voyager Sailing Project.

Those in attendance included former volunteers, organisers and participants of the project over the years and saw the 42-foot Rinn Voyager blessed during a ceremony.

The Rinn Voyager Sailing Project began in 1993 in response to feedback from the community for educational training facilities and opportunities for the communities around Dublin Port. Dublin Port Company agreed to match EU funding and supply the premises, facilities and engineering expertise to help launch the initiative. This enabled a group of unskilled school leavers and long-term unemployed people from Regal House, Dublin, to build the Rinn Voyager. Upon completion, the sailing vessel was launched in 1994 by the then Irish President, Mary Robinson, and for the past 24 years, it has been used by local community groups and organisations for outings, rehabilitative programmes and team building exercises through the medium of sail training.

The Rinn Voyager has also been used by drug treatment providers to deliver rehabilitation and reintegration programmes. It is estimated more than 7,300 service users of the Drugs & Alcohol Task Force have benefitted

from The Rinn Voyager Sailing Project since their partnership began in 2006. Drug addicts in recovery can experience working and living on board the vessel for short periods of time. This sail training offers participants a challenge and another means with which to engage with drugs treatment and therapy.

"The Rinn Voyager Sailing Project has been a vital initiative for thousands of people in our neighbouring communities over the last 25 years," explained Michael McKenna, Harbour Master, Dublin Port Company. "Dublin Port is very proud to have played its part in the programme and it is wonderful to see so many people benefiting from it. The opportunity to learn new skills and grow through personal development is one which can only enhance our city and let's hope it continues for a further 25 years."

Denis Murphy, Manager of Poolbeg Training CLG, which runs the project, added: "The Drugs and Alcohol Task Force has utilised the service of the Rinn Voyager since 2006 and has acknowledged how important this unique facility is in helping those recovering from addiction to sail to full clean health and we look forward to continuing this partnership for many years to come. We also acknowledge the invaluable support from Dublin Port Company and look forward to their continued contribution."



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Reviewing the **Masterplan**



Eamonn O'Reilly, CEO, Dublin Port Company.

Following an 18-month consultation process, Dublin Port Company revealed its review of the Masterplan, which provides a clear vision for the sustainable development of Dublin Port to 2040.

2018 saw Dublin Port Company (DPC) publishing its Dublin Port Masterplan 2040 – Reviewed 2018, updating the long-term development plan for the port first published in 2012.

The first review of the Masterplan commenced in 2017 with the purpose of ensuring that the Masterplan 2040 remains relevant and achieves its central objective of providing a clear vision for the sustainable development of Dublin Port into the future.

The context for the review has been economic resurgence, with five years of consistent growth in cargo volumes (30% growth since 2012) and each of the last four years a record year, while national policy continues to evolve with the publication of Project Ireland 2040 National Planning Framework.

Development works at Dublin Port are already advanced, with construction of the Alexander Basin Redevelopment Project well under way and capital investment of €1 billion planned over the next decade. Elsewhere, works have commenced on the development of the 44-hectare Dublin Inland Port adjacent to Dublin Airport. Between now and 2040, other major development projects are envisaged on both the north side of the port and on the Poolbeg Peninsula to complete the development vision of Masterplan 2040.

Since Dublin Port commenced consultation on the review of the Masterplan, a Strategic Environmental Assessment (SEA) Environmental Report and Natura Impact Statement have also been undertaken and the findings incorporated into the Masterplan.

Masterplan 2040 Reviewed 2018 sets out four key changes to the port's development plans:

- The port will now be developed based on an average annual growth rate of 3.3% from 2010 to 2040 rather than the 2.5% originally proposed in 2012.
- The capacity of the port will be increased to cater for a growth to an ultimate capacity of 77m gross tonnes by 2040 rather than the 60m gross tonnes as originally proposed in 2012.
- This will be accomplished with no further infill into Dublin Bay. The option of increasing port capacity by an eastwards expansion into Dublin Bay has been definitively ruled out.

- Where Masterplan 2012-2040 had envisaged deepening the port ultimately to 12.0m, this will not now happen and the current works to deepen the port to 10.0m will be the final deepening of Dublin Port, the end of a process which commenced in the 18th Century with the completion of the Great South Wall.

So how are DPC planning to achieve a higher throughput on a smaller footprint than originally envisaged? Two new initiatives are helping to make possible what seemed impossible.

- Firstly, the development of the 44-hectare Dublin Inland Port located 14km from Dublin Port just off the N2. Work has commenced on the development of Dublin Inland Port and the first facilities are due to be operational there during 2019.
- Secondly, the specification of projects to maximise the use of port lands on the Poolbeg Peninsula based on enhanced access via a new Southern Port Access Route (SPAR).

Significant Review Period

Masterplan 2040 Reviewed 2018 is the culmination of an 18-month review period, supported by extensive public consultation and the completion of major environmental studies, including a Strategic Transportation Study and a Strategic Environmental Assessment, which identifies reduced environmental impact from the developments now proposed compared to what was originally proposed in 2012.

From the plans highlighted in Masterplan 2040 Reviewed 2018, Dublin Port is bringing the second major Masterplan project (the MP2 Project) forward for planning. The MP2 Project will provide much needed additional capacity on the northside of the port for Ro-Ro (Roll-on, Roll-off) and Lo-Lo (Load-on, Load-off) services to both the UK and Continental European markets.

Beyond this, the Masterplan describes developments for port lands on the Poolbeg Peninsula, including the building of a new Southern Port Access Route (SPAR) to provide access between the Dublin Port Tunnel and the south port lands. These developments will constitute the third and final major Masterplan project and will be completed before 2035.



The Masterplan also identifies the need for reviews of port infrastructure charges to ensure that Dublin Port can be developed in line with Government policy (although there is no exchequer funding) and in compliance with the EU Port Regulation 2017/352 due to come into effect in March 2019.

“The revised Masterplan is founded on our commitment to the proper planning and sustainable development of Dublin Port. We have identified a series of projects which will bring the port to its ultimate capacity by 2040 and, in doing this, support the objectives of Project Ireland 2040,” said Eamonn O’Reilly, Chief Executive, DPC.

“Achieving sustainability is a considerable challenge and we are committed in Dublin Port to doing that in the case of port operations. Critically, the Masterplan provides certainty on the ultimate extent and environmental impact of the port.”

The Masterplan presents a vision for future operations at the port and critically examines how the existing land use at Dublin Port can be optimised for trade purposes, both in terms of goods and passengers.

The Masterplan is a non-statutory plan which has nonetheless been framed within the context of EU, national, regional and local development plan policies. A Strategic Environmental Assessment (SEA) Environmental Report and a Natura Impact Statement (NIS) have also been prepared to accompany and inform the Masterplan. These documents are available on the DPC website (www.dublinport.ie/masterplan).

Infrastructure Development

One of the key outputs from the Masterplan process is the identification by DPC of the options available to increase efficiencies at the port and to provide additional throughput capacity to cater for the projected growth in port tonnage over the period up to 2040, while at the same time reintegrating the port with the city.

DPC is investing significantly in improving the road network within the port to facilitate the efficient movement of goods to and from the various terminals and facilities in the port. These improvements are being delivered

to ensure that the investment in the Dublin Port Tunnel and the expansion of the capacity of the M50 can be adequately utilised by freight traffic to and from the port. In addition to reducing congestion within the port and reducing the impact of HGV traffic on the city centre, the strategic investment in both the Dublin Port Tunnel and the upgrading of the M50 have assisted in reducing the times involved in moving goods to and from the port.

The infrastructure options originally identified in the original Masterplan included a possible new north-south port interconnector bridge. Since then, the National Transport Authority has included proposals in its Transport Strategy for the Greater Dublin Area 2016- 2035 to improve connectivity between Dublin Port Tunnel and the South Port area by the building of the SPAR. This opens up the possibility of significant additional port capacity on the Poolbeg Peninsula.

Other potential works include the development of an innovative and environmentally friendly (e.g. electric or hydrogen fuelled) bus operation to service the port estate, including passenger ferry terminals, and to link the port to Dublin City’s public transport networks; the closing of port access along East Wall Road and the opening of a new access at Sheriff Street to service Port Centre and the river berths where cruise ships will berth; co-ordination with Dublin City Council (DCC) to complete the Point Roundabout Scheme to improve the public road network at the junction between the Tom Clarke Bridge, East Wall Road and North Wall Quay.

The development options presented in the Masterplan Review are not a prescriptive menu of developments that will be carried out in Dublin Port, however, but a set of possible options for development, depending on demand and capacity, and subject to securing the planning and other necessary consents.

Also, if future growth rates turn out to be lower than projected, individual projects can be deferred or even cancelled. However, it is essential that DPC bring projects through requisite consent processes to ensure that projects can proceed in time to meet future growth in demand.

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Expansion and the Environment

One of the biggest changes to the revised Masterplan is the decision that there is to be no further infill into Dublin Bay.

The assessment of the likely environmental impacts arising from this development path was undertaken, including the potential impact on Natura 2000 sites. The SEA Environmental Report identifies that the potential impacts of the revised development options are an improvement on the baseline established when the Masterplan was originally published in February 2012.

DPC will continue to work closely with DCC, the National Parks & Wildlife Service, the Environmental Protection Agency and other stakeholders in the implementation of the proposals outlined in the Masterplan. In particular, DPC will address specific requirements arising under the Birds and Habitats Directives in the context of any developments which have a potential impact on Natura 2000 sites. This would include establishing the justification for such developments and identifying any mitigation or compensatory measures that may be required.

DPC has agreed to implement a specific set of measures identified in the SEA to mitigate the environmental impacts of future developments. These measures will be developed in detail at the study stage and at the detailed design stage of future projects. DPC will also carry out a programme of environmental monitoring, as identified in the SEA

Port Traffic Volumes

The Masterplan also looks at the likely expansion in port traffic volumes in the coming years. On the basis of current trends, Ro-Ro (Roll-on, Roll-off) freight will remain the largest component of the port's traffic to 2040. Providing and efficiently utilising lands for Ro-Ro freight is the single biggest challenge addressed by this Masterplan.

DPC is satisfied that through a combination of utilising existing facilities and the possibility of building new facilities, there will be adequate capacity to allow the port to handle future volumes of Lo-Lo (Load-on, Load-off) container trade over the period to 2040.

DPC has also recognised that the consumption of petroleum products will diminish as national and EU energy and climate change policies take effect, and so will seek to redevelop existing petroleum facilities in Dublin Port for alternative port uses as this occurs.

To accommodate the existing and anticipated level of Bulk Solid trade and to facilitate other types of freight activity over the period of the Masterplan, some improvements and consolidation of existing areas for handling these materials will be required.

Reintegrating the Port and City

In addition to the focus on port capacity, the Masterplan will also guide the development of Dublin Port to achieve a second and equally important objective of re-integrating Dublin Port with Dublin City and with Dublin Bay. This will involve a range of projects and initiatives based on the port's heritage and on the natural environment.

“As we build more capacity on the same footprint in Dublin Port, we will continue to work to achieve a re-integration of the port with the city,” Eamonn O’Reilly stressed. “Next year, for example, will see construction start on a 4km greenway for pedestrians and cyclists on the northern fringe of the port overlooking the Tolka Estuary. In the meantime, work is continuing on the Alexandra Basin Redevelopment Project and on other projects and we are investing €147m in port infrastructure this year alone.”

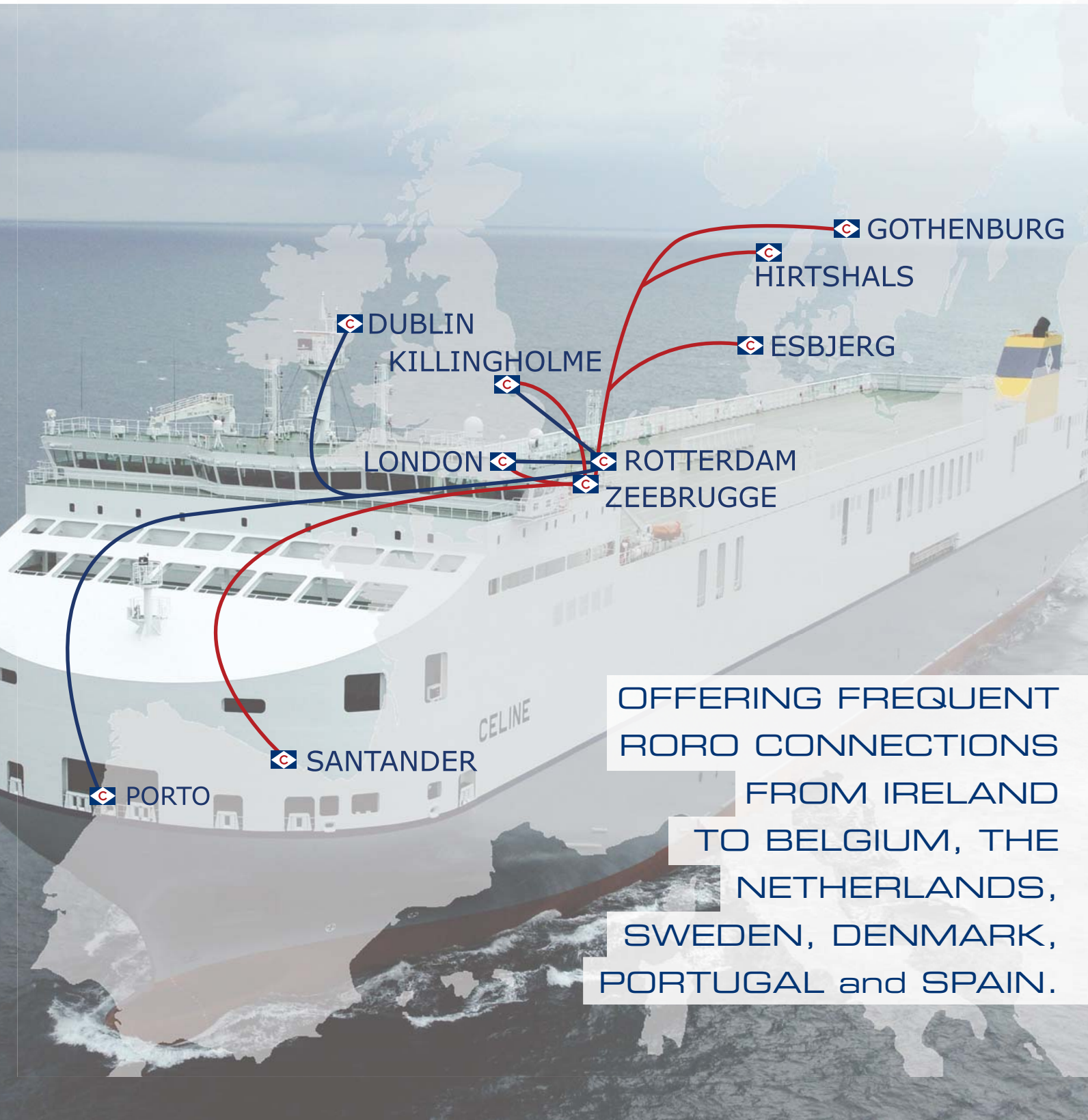
Conclusion

This was the first review of the 2012 Masterplan, but monitoring the performance of the port and the achievement of the proposals outlined in the Masterplan will be a key element in ensuring its effective implementation. Therefore, it was agreed that there will be periodic fundamental reviews no later than every 10 years to ensure that the course being followed by the port does not deviate from what is actually required.

In carrying out each such review, DPC will consult with external stakeholders to ensure that the plan continues to represent the best solution for future development of the port, the city and the preservation and protection of Dublin Bay. The next review of the Masterplan is due to take place between 2023 and 2028.



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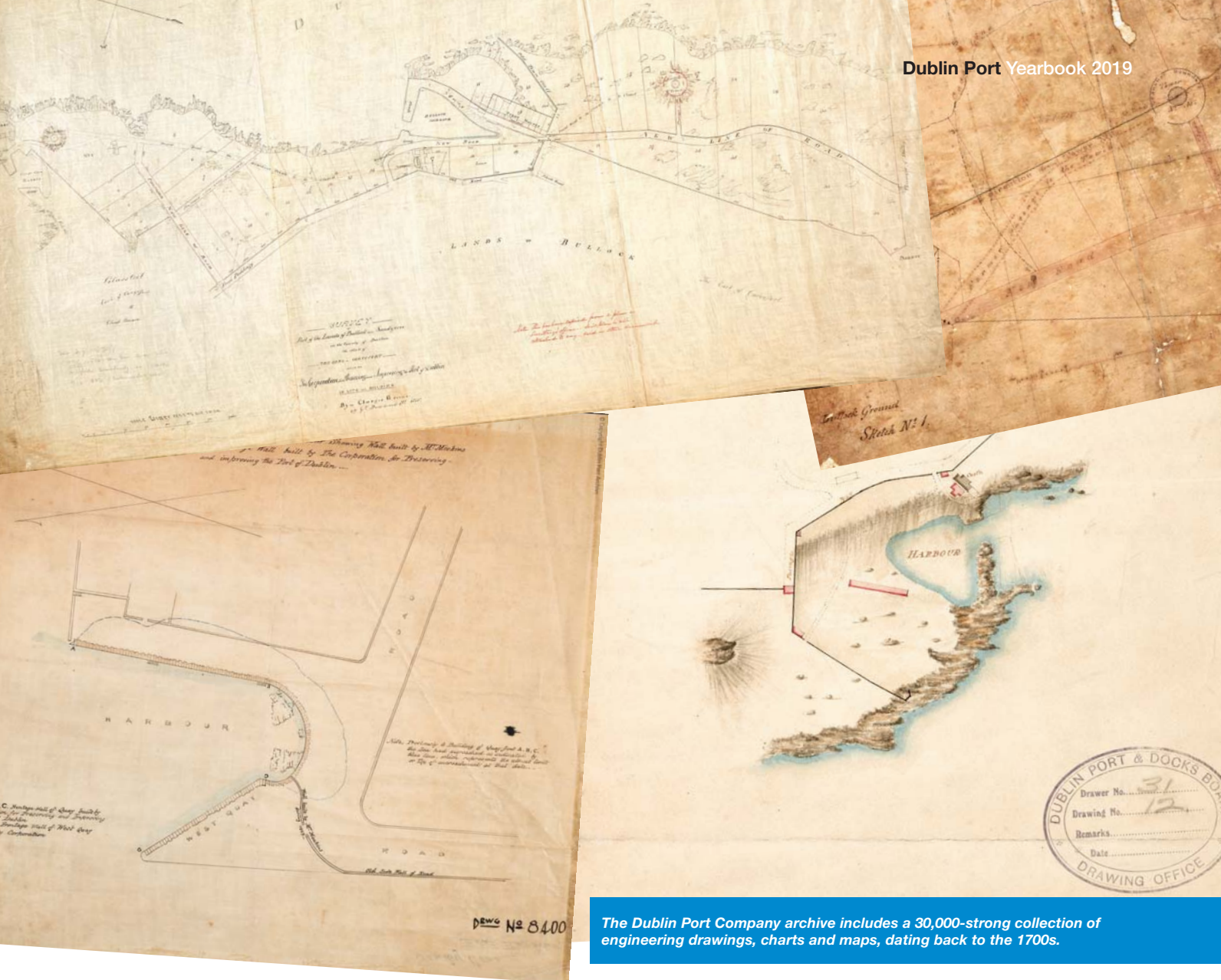
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Valuing Our Heritage

Lar Joye, Port Heritage Director, Dublin Port Company, explains why the archive at Dublin Port is worth shouting about, as he unveils ambitious plans for the coming years.

Lar Joye has a lot of experience of organising large-scale historical exhibitions. The Port Heritage Director's previous work includes running the Irish Film Archive, and more recently, curating the award-winning *Soldiers & Chiefs* at the National Museum of Ireland at Collins Barracks. The biggest exhibition ever held at the National Museum, covering



The Dublin Port Company archive includes a 30,000-strong collection of engineering drawings, charts and maps, dating back to the 1700s.

approximately 2,000 square metres of exhibition space, Soldiers & Chiefs still attracts 250,000 visitors each year, 12 years after it was established.

Lar also played a key role in the Decade of Commemorations 2012-2017, where he was involved in a variety of projects including the 1913 Lockout: Impact & Aftermath and Banners Unfurled exhibitions and the WWI exhibitions, Recovered Voices 1914-1916 & War in the Mud, the Irish Soldier on the Western Front, 1917. He represented the National Museum on the Irish Battlefield commission and on the Moore Street and GPO projects. In 2016, he was historical adviser for An Post's commemorative stamp series.

"Throughout my career, I tend to deal with a lot of interesting and challenging parts of our history, because Irish history can never be accused of being boring," he smiles. "It's always very complicated, with lots of nuances to cover."

A graduate of University College Dublin, Leicester University and the Getty Leadership Institute, Lar confesses to a deep-rooted interest in transport and

maritime history – one of his two Master's Degrees specialised on transport and maritime museums, "so when the job was advertised, it piqued my interest and I was keen to come."

Ambitious Plans

Lar is just over a year in the job and so far, he's loving it. Together with Jim Kelleher, Head of Special Projects, they make up the Port's Heritage team, who have some ambitious plans in place for the coming years.

Lar acknowledges the impressive work carried out before his arrival, paying particular tribute to Jim Kelleher for his work on restoring the 140-year-old Diving Bell, which was re-opened to the public in 2015. "By our nature, we do a project and then move on to the next one, but I think it's right that we highlight the success of the Diving Bell. It is Dublin's smallest museum and it attracts 80,000 visitors per year," he stresses.

"Dublin Port has a rich physical heritage, and Jim and myself are currently working on a series of projects to develop that physical heritage," he reveals, noting that everything they do relies heavily on the work that



The redevelopment of the old Odlums Mills plant in Dublin Port will see the creation of a new Odlums Cultural Quarter, housing a maritime archive, a visitors' centre, museum and perhaps even a hotel.

has been done over generations to preserve the port's archive. "We are lucky that the Port and the staff here have really protected and looked after the archive over the years, in particular Niall Dardis, so we have this 300-year history there to delve into to help tell the story of the Port, its relationship to the city and the development of the city, and its relationship to the sea and the Liffey.

"What is in the archive is the bedrock of what we are doing: that forms the research and the academic basis and the physical projects we develop in the coming years will be very much dependent on that."

Extensive Archive

The Heritage Director admits that he hadn't realised just how extensive the port archive was before he started working on it. "Throughout my career, I've been lucky in that I've come into organisations where the archives or the museum collections aren't well known, so there's a moment where it feels like going into your grandparents' attic and coming across wonderful stuff," he smiles.

Establishing "control" over the catalogue is paramount, he warns: "A lot of these big collections or archives are not fully catalogued and it takes a couple of years to get

on top of that. Nowadays, there is a lot of pressure on us to scan and make things available on websites, which we are doing, but at the same time, no-one has limitless resources where you can scan everything, so you have to make hard decisions and that's what we're doing at the moment."

He is particularly excited by the port's 30,000-strong collection of engineering drawings, which dates right back to the 1700s and includes substantial drawings from the 19th Century, "the golden era of engineering drawings". Names like the famous and innovative Irish engineer, Binden Bloody Stoney, occur frequently in these drawings: "His name is on different drawings, and he was also supervising junior engineers and junior draughtsmen, so his name pops up quite a lot."

Lar and his team are working closely with Glenbeigh Records Management, who house most of Dublin Port's archive off-site at present.

Current Projects

As well as cataloguing the archive, which is a substantial job, there are two major heritage projects taking up the Heritage Department's time for the foreseeable future.

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First up is the development of a greenway along the Tolka River Estuary, on the northern edge of Dublin Port. The greenway has gone through the planning process and Lar and his team are currently working with engineers on the final design. Once contractors are on site, the build-time is estimated at two years.

“The greenway is a key link to allow people to experience the Port in a way they couldn’t before,” Lar reveals. “The idea is that as you walk or cycle along the north side of the Port, along the Tolka Estuary, you will be looking across at Clontarf, and we will have a series of lookout posts that you can learn about that part of the city, while on the way back, you will have the Port on your left hand side and we will inform people about the Port and try to break down the barriers and explain to people exactly what they are looking at.”

The second major heritage project is the redevelopment of the old Odlums Mills plant in Dublin Port, which will become the Odlums Cultural Quarter. “The idea is to create a cultural quarter that will consist of an archive, preferably a national maritime archive, as well as a visitors’ centre, a museum, and perhaps a hotel, artists-in-residence, and offices. At the moment, we have just tendered to have an architect-led team to come in and give us advice over the next six months on developing that site, which will allow us to work out a 10-year programme to create the cultural quarter. That is going to keep us busy,” Lar grins.

“If you’re driving along the Tom Clarke Bridge, you can’t help but notice these very distinctive grain silos with Odlums on the side, and that building is 15 storeys high, with amazing views from its top. Using that as a visitors’ centre or a museum will allow people to get into the heart of the Port and see it working, which currently isn’t available to the average person. From that point of view, the potential is colossal so we’re looking forward to seeing what the engineers and architects come back with.”

Part of the Odlums redevelopment will involve centralising the port’s archive within the new development. “The archive we have at the moment is not only spread around the Port, but some of it is held off-site, and we want to centralise that so it’s readily available here for people to use in research. We are also keen to work with other institutions that have a maritime-related collection to see if we can help to preserve their collections.”

The site is adjacent to the Port’s two graving/dry docks. Graving Dock 1 has been filled in but the plan is to re-open this important part of the Port’s heritage as a public arena. “It is a classic 19th century graving dock or dry dock, which is stepped, so it lends itself to a public amphitheatre or concert arena,” Lar reveals. “We’d like to utilise the two graving docks, the original pumphouse, which still exists, and one of the heritage cranes, to tell



Pictured at the unveiling of a plaque remembering around 200 local women who manufactured 18 pounder shells in the Dublin Dockyard War Munitions Factory at Dublin Port are Michael Stephens from The Irish Donkey Society with his donkey April; Becky Figueira from The Irish Donkey Society; Dublin Lord Mayor Nial Ring; Paddy O'Brien from Beaumont, Dublin 9, son of Mary Johnston who worked in The Dublin Dockyard War Munitions Factory; and Eamonn O'Reilly, CEO, Dublin Port Company, holding an original decommissioned 18 pounder artillery shell.



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an interesting story – we may even have a ship in one of the dry docks so we can show visitors what ports are all about. You can look at ports as being about trade and economics, but they're also about ships, travel and linking to the rest of the world.”

He cites the example of some of the newer maritime museums around Britain and the US, which are far more interactive than perhaps we are used to here in Ireland. “The practice now is to get people up into the cranes, for example, to get them to see what it is like to operate, rather than just re-enacting the process through computers. We've been talking to some of our colleagues on the continent who have taken old cranes and turned them into apartments and mini-museums, so there are a lot of options to consider.”

Lectures & Seminars

As Dublin Port Company continue to scan the archive, making some of their findings available online, the

Heritage Department will continue to organise regular lectures on the collection, a process that proved very popular in 2018.

October 2018 saw a series of lectures organised by Dublin City Council taking place in Dublin's City Hall on the history of Dublin Port and its dockers, the effects of containerisation and the role of the trade unions in the Port's history. The following month, a series of lunchtime lectures took place, organised by the National Museum of Ireland with Dublin Port, covering topics such as the archaeological finds associated with the port, the Liffey and the nearby coast; the evolving relationship between the city and the port; and looking at historic shipwrecks off the Dublin coast.

Also in November, Lar and Jim Kelleher organised a seminar on the role of Dublin Port in World War I, around the centenary marking the end of WWI. “We had a day-long series of experts discussing the city, the port

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Lecture Series | NOVEMBER 2018

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Stories of Archaeological Discovery at Dublin Port, the River Liffey and the Irish Sea

A series of lunchtime lectures in November organised by the National Museum of Ireland – Archaeology with Dublin Port.

WEDNESDAY 7 NOVEMBER
First Port of Call - National Museum finds from Dublin Port, from Sea to River
Nessa O'Connor, an Archaeologist and Curator at the National Museum of Ireland will give this first lecture with a focus on the Museum's involvement over many years with the archaeology of Irish ports.

WEDNESDAY 14 NOVEMBER
The Working River, a Harmonious Relationship between City and Port
The presentation by Niall Brady, Maritime Archaeologist and Director of the Archaeological Diving Company Ltd, highlights the work being done within Dublin Port as part of the Alexandra Basin Redevelopment Project, and shows some of the findings that have been made.

WEDNESDAY 21 NOVEMBER
Mapping, Investigating and Documenting Historic Shipwrecks off the Dublin Coast
Karl Brady, Underwater Archaeology Unit, National Monuments Service, will present an illustrated update on research undertaken through mapping, documenting and investigating some of the many shipwrecks lost off the Dublin Coast with a particular focus on discoveries made in recent times.

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AGE ADULTS
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BOOKING
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LOCATION: This lecture will take place at Port Centre, Alexandra Road, Dublin 1, (5 mins from Point Luss Stop).

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museum Archaeology
National Museum of Ireland
Ard-Mhúseam na hÉireann

DUBLIN PORT & WWI 1914-1918

SATURDAY 3 NOVEMBER 2018

**COMHLACHT CHALAFORT
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Autumn 2018 saw a series of lectures on the history of Dublin Port and its dockers and the archaeological finds associated with the port, as well as a seminar on the role of Dublin Port in World War I.



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Since taking on the role of Dublin Port's Heritage Director, Lar Joye now views his home city differently.

and Ireland's contribution to World War I. There was a munitions factory here in the Port, where about 300 local women worked, making 18-pounder shells. We were lucky to have the Lord Mayor here on the day, who unveiled a plaque to mark the important role played by the women who worked in that factory. Given the harsh realities of the time, once the war ended, they lost their jobs, but from a social and economic point of view, it was a big change in their lives because the work in the munitions factory paid very well. We also talked about the staff of Dublin Port Company who served in WWI, so it was a very comprehensive day of looking into that side of our history."

Lar is hopeful that in 2019, they will run another similar seminar on the history of Dublin Port during World War II, or The Emergency, as it is known in Ireland. "This year marks the 80th anniversary of the start of WWII, so it is an appropriate time to look at what happened to the Port and Dublin during the Emergency."

"Each time we had these lectures or seminars, we had a full house, as people are very interested in the history of the port," he explains. "Ports are very busy places and you usually see them moving forward and dealing with change, nowhere moreso than in the 1950s and '60s with containerisation, which brought severe economic change for a lot of the people working here. But you sometimes need to look back and appreciate what has passed."

"We can date Dublin Port Company back to 1707, so it's a very long history, and in many ways, communities like the North Wall, East Wall and Ringsend have grown with the port and its need for manpower, before that need died off. Without the South Wall, there wouldn't even have been a port, however: it was the building of the South Wall over 60 years in the 1700s that allowed the Port to develop."

A Treasure Trove of History

Dublin Port is a treasure trove of history and stories, which the Heritage Director is keen to share with the public. "People forget that Dublin Port was an area where they were making ships a hundred years ago, including The Helga, the famous ship that bombed Dublin during the 1916 Rising. That history has to be uncovered. There is wonderful work being done by the Dockworkers Preservation Society and we are working with them to tell that story and many others about the Liffey and the communities around this area. There are other stories we haven't even uncovered yet."

Lar admits that since taking on the role of Dublin Port's Heritage Director, he now views his home city differently.

"From a historian's point of view, I now see the city in a different way. Prior to coming here, I would have been very much about military history, political history and social history, but now I'm starting to see how important maritime history, engineering history and the economic history of Ireland is, and that the Port is an essential link between Dublin and the rest of the world and it has played that role since the Vikings were here. At the moment, I'm learning a lot and it's great fun to learn and to see the city in a different way."



Dublin Port is a treasure trove of history and stories, which the Heritage Director is keen to share with the public.

Does he ever get overwhelmed by the scale of the task facing him, Jim Kelleher and the Heritage team?

"No, that's half the fun," he laughs. "If you have a passion for history, and the people in Dublin Port Company are passionate about engaging with that history, from Jim and myself right through to the executive board, it is wonderful to be involved with."

 **COMHLACHT CHALAFORT
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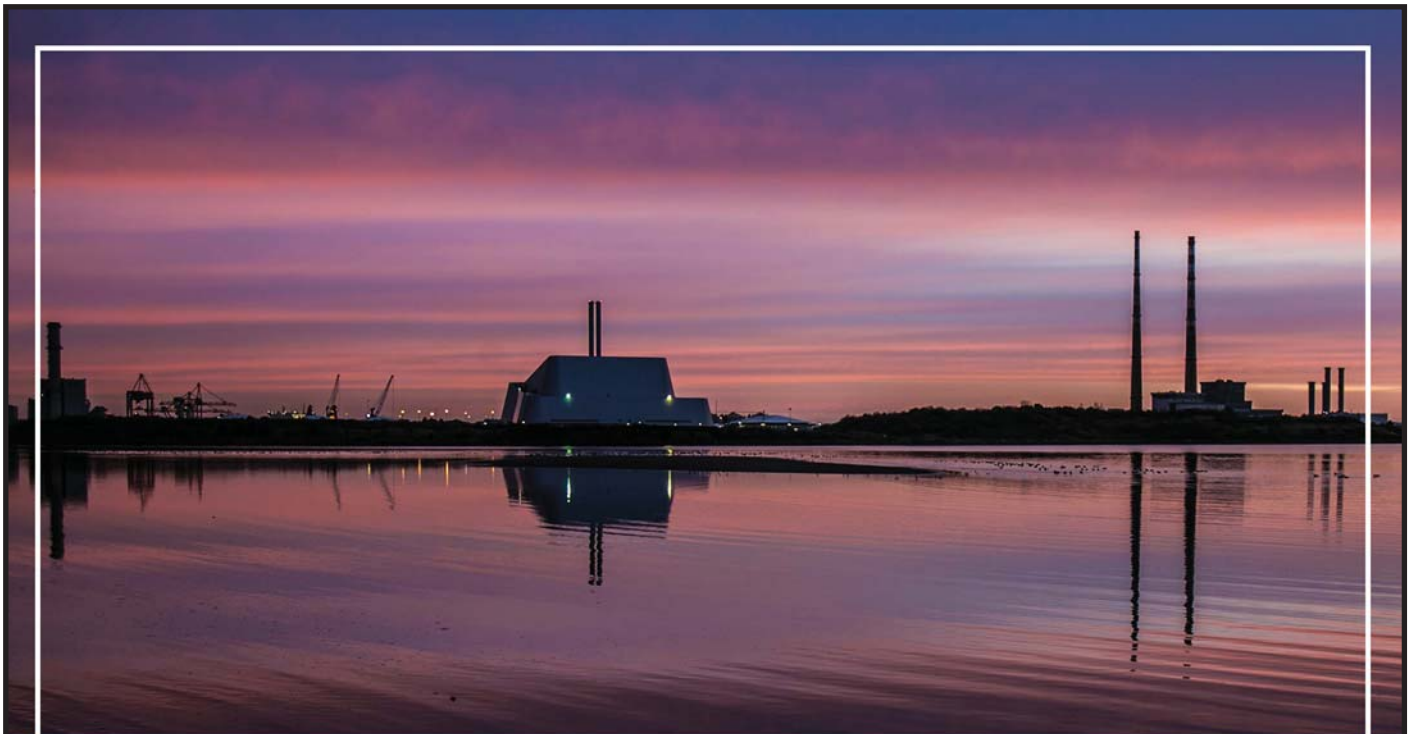
Dublin Port, a century of growth 1870-1970



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Richie Saunders from Ringsend, one of the original crew, is back driving Dublin's historic No.11 Liffey Ferry.



Ferry Cross the Liffey

Dublin's historic No. 11 Liffey Ferry returned to the water in January 2019, after a 35-year absence.

Dublin's historic No.11 Liffey Ferry officially returned to the capital's waters on January 22, 2019, after a 35-year absence, following a complete restoration in a joint project by Dublin Port Company and Dublin City Council.

The much-loved ferry service was vital in linking the north and south docks communities at a time when the nearest river crossing was Butt Bridge but was decommissioned in 1984 following the completion of the East Link Bridge.

But now the No. 11 will be a familiar sight again in the heart of Dublin as she taxis passengers between three points – the 3Arena to Sir John Rogerson's Quay to MV Cill Airne at North Wall Quay and back – starting on Monday, February 11, running Monday to Friday between 7am and 7pm.

The Lord Mayor of Dublin Nial Ring was a guest of honour at a ceremony held by Dublin Port Company to mark the No. 11 Liffey Ferry's return to service, while also on board for her first official trip across the river again was Richie Saunders from Ringsend, who worked on the No.11 originally as a coxswain, and was instrumental in preserving the boat in recent years: indeed, Richie will be back at the helm again to ferry a new generation of passengers north and south of the river.

The new service will have capacity for 18 people at a time, and commuters across Docklands making the trip will pay €2 for each three-minute journey point to point, with the vessel equipped to accept both Leap Card and cash fares.

The Dockers' Taxi

The service to cross the Liffey dates back to 1665 when it was given a Royal Charter by King Charles II and went on to last more than 300 years. During the 20th century, the No. 11 was essential transport for workers at the docks and became affectionately known by Dubliners as 'the dockers' taxi'. The boat was bought by Dublin Port Company in 2016, having been preserved by Richie Saunders with the aim of bringing her back to service. Operated by the Irish Nautical Trust, all proceeds from passengers' fares will be used to help fund the return of a new maritime training programme.

The Irish Nautical Trust's original maritime training programme, which has been dormant for the past 12

years, resumes in February 2019, and will offer young adults from the inner city and docklands areas the opportunity to gain practical marine experience and a formal qualification accredited by the Irish Sailing Association.

Each course will provide 8-10 people at a time with six months' hands-on experience of the port, the wider maritime industry, driving, skippering, essential boat maintenance and repairs under the tutelage of experienced and retired seamen. The objective of the programme is to give young people a skill-set and a future in Ireland's maritime industry through learning by doing, with the No. 11 Liffey Ferry the new mascot of the programme. In this way, essential maritime skills now in short supply are less at risk of being forgotten or lost if they can be passed on to a new generation through formal training and mentoring.

"The Liffey Ferry is part of Dublin's story and to see the No.11 back on the river after all this time is fantastic, and testament to those who had the foresight to preserve this important piece of history," said Lord Mayor of Dublin, Nial Ring. "The ferry will be returning to a very different Dublin than the one she left, but I have no doubt that a new generation of Dubliners will enjoy this very welcome addition to the city just the same. I acknowledge Dublin Port for playing its part in securing the return of what was,





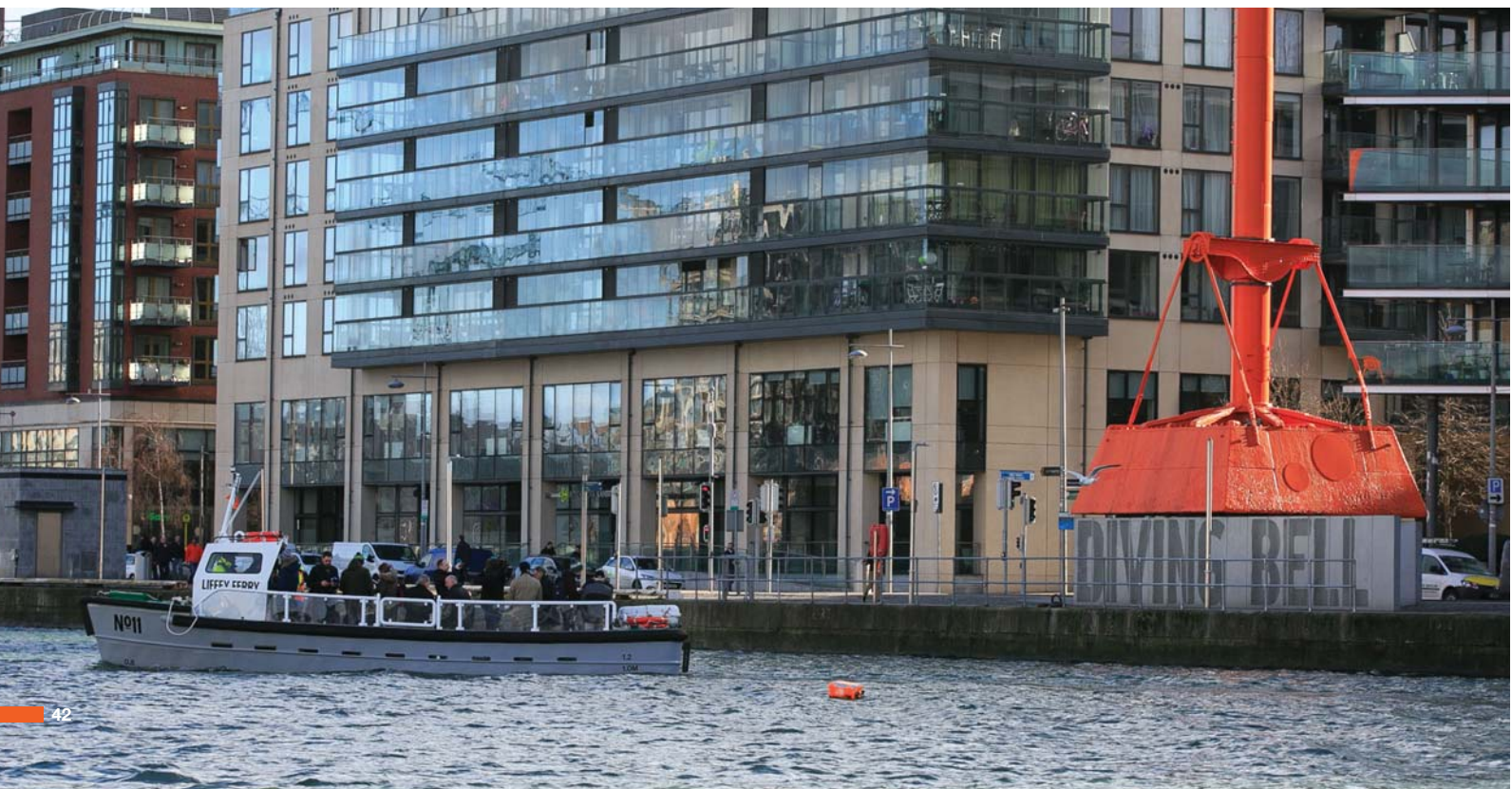
and I have no doubt will once again be, a much-loved service. Dublin City Council and Dublin Port are to be commended for their energy, foresight and commitment to bringing back this iconic piece of Dublin history.”

Connecting the Port and City

Eamonn O’Reilly, Chief Executive, Dublin Port Company, said: “Dublin Port is delighted to bring the No. 11 Liffey Ferry back in service with the support of Dublin City Council in the latest initiative to connect both port and city. There are those in nearby Ringsend, Irishtown, East Wall and further afield who will remember catching the ferry to work, and I have no doubt her return will bring back fond memories for many. There is also a new generation living and working in the port and docklands,

and I am confident that the No. 11 Liffey Ferry will create new traditions and memories on the river in the years to come. I would encourage everyone in the city to support the service, knowing that this will in turn help the Irish Nautical Trust in its work to train and create employment opportunities for young people in the maritime industry.”

Owen Keegan, Chief Executive, Dublin City Council, noted that “The addition of the service further animates the River Liffey, which is already home to an array of leisure craft, sports and events, much of it deeply rooted in the history and people of docklands. The return of No. 11 will be a welcome experience for those yet to experience crossing the Liffey by ferry, while offering a trip down memory lane for many others in the capital.”





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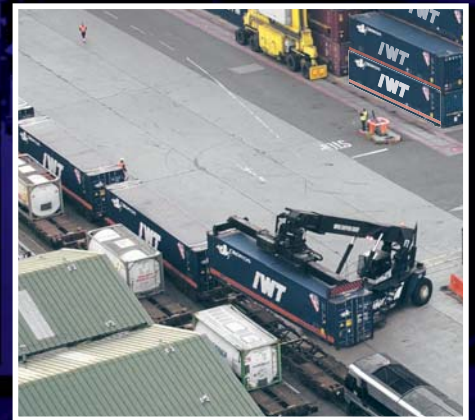
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Phone: + 31102310969/970/965
Fax: + 31102310971
Email: ops@iwt-nl.com

www.iwt-irl.com



Dublin to Host EuroMAB 2019

Dublin Castle is to host EuroMAB 2019, a four-day international biosphere conference, from April 2-5, 2019.

Dublin Bay Biosphere will host EuroMAB 2019, a biennial four-day conference for stakeholders from 302 UNESCO Biospheres in 36 countries across Europe and North America.

EuroMAB provides an opportunity for participants to meet and discuss collective approaches to managing the interactions between people and nature to support the conservation and celebration of natural and cultural heritage, and ultimately to test innovative solutions to promote sustainable development. EuroMAB 2019 will welcome and inspire practitioners, managers, policy-makers, researchers, educators, ecologists, scientists, social entrepreneurs, creatives and community leaders to Ireland in April 2019 to meet with the stakeholders of Dublin Bay Biosphere and to experience the unique character of the bay, its communities and its biodiversity.

What Is a Biosphere?

Biospheres are internationally recognised for their biodiversity yet also actively managed to promote a balanced relationship between people and nature. This special designation is awarded by UNESCO and managed in partnership by communities, NGOs and local and national governments. Its purpose is to inspire a positive future by connecting people and nature today.

North Bull Island was designated as a 'first generation' Biosphere in 1981 because of the rare and internationally

important habitats and species found there. In 2015, this Biosphere was expanded to cover a substantial part of Ireland's capital city and all of Dublin Bay, reflecting its environmental, economic, cultural and tourism importance. It is one of a new generation of Biospheres, trialling innovative solutions to conservation and sustainable development issues in an urban context.

Event Programme

UNESCO biosphere reserves are great examples of sustainable development in action. Their World Network brings together a diverse range of stakeholders, at different scales (from local to global), to transform our world into a more resilient and sustainable place to live in every day.

The EuroMAB 2019 Conference in Dublin Bay Biosphere will focus on how communications and networking between biospheres can be enhanced, and how biospheres can best partner with stakeholders and institutions to address global issues with local actions.

Collaborative working sessions will take place at the event around three key topics:

- Inspiring people to get involved;
- Creating belonging to strengthen the network;
- Empowering stakeholders to take responsibility.

Inspiring people to get involved;

How do we inspire stakeholders with the impact of biosphere reserves and the work of EuroMAB?

Creating belonging to strengthen the network;

How do we create a sense of belonging and connection to something bigger?

Empowering stakeholders to take responsibility.

How do we share knowledge and build capacity for people to follow the principles and values of the MAB?

With workshops and field-trips, this four-day conference is specifically tailored to assist participants in taking local actions for global challenges. It will help participants to achieve tangible outcomes that support the Sustainable Development Goals of Agenda 2030 and the MAB Lima Action Plan, and to create measurable momentum for the EuroMAB network.

Workshops

Each conference delegate will have the opportunity to partake in two different workshops, based around the three conference topics.

Topic	Workshops
	Biosphere's as Climate Change Observatories
Inspiring people to get involved	Strengthening the status of Biosphere Reserves within EU Policy & Legislation
	Protecting & Promoting Coastal and Marine Life
	Engagement through Art & Culture
Creating belonging to strengthen the network	Best practice in responsible tourism
	Partnerships with universities & research institutes
	Equality & social inclusion
	Local business partnerships
Empowering stakeholders to take responsibility	Empowering youth
	Biospheres and ecosystem services

The workshops will identify best practices, including opportunities, challenges, and relevance to the Sustainable Development Goals and Lima Action Plan, as well as focusing on experiences from around the Biosphere Network and workshop participants. They will also identify practical actions that can be achieved locally, as well as big ideas that can be achieved through collaborative action.

Field-trips

EuroMAB also gives delegates a choice of six field-trips, each one chosen to maximise your experience of Dublin Bay Biosphere, but which also link back to the Workshop topics.

1. Visit to Dublin Port: Dublin Port handles almost 50% of all trade in the Republic of Ireland, making it critical to the economy. Dublin Port Company is a member of Dublin Bay Biosphere Partnership and has

an active Corporate Social Responsibility programme. This tour will take in the port's infrastructure, cultural heritage aspects and biodiversity conservation and monitoring projects. Speakers will include Eamonn O'Reilly (CEO, Dublin Port Company). The tour will conclude with refreshments on board the former tender ship, the MV Cill Airne, located on North Wall Quay on the River Liffey.

2. Stand-Up Paddleboarding to Dalkey Island: Stand-Up Paddleboarding (SUP) is a great way to explore the Dublin Bay Biosphere's beautiful coastline, while learning about the heritage and biodiversity of the marine zone in Dublin Bay.

3. Living History at Dalkey Castle and walking tour of Killiney Hill: Step back in time and enjoy a fully guided tour of Dalkey Castle and Heritage Centre, which includes a 14th century castle, an Early Christian Church and a modern Heritage Centre, followed by a guided walking tour of Killiney Hill.

4. Walking tour of Howth Head: A guided walk on Howth Head led by Shane's Howth Hikes, a local ecotourism business. You will meet the local Special Amenity Area management committee and see the conservation work undertaken (heathland management, invasive species control, path maintenance). We will discuss models of governance and how to achieve stakeholder engagement.

5. Walking tour of North Bull Island: North Bull Island was one of the first generation of Bioreserves, designated in 1981 because of its rare and internationally important habitats and species. It was expanded in 2015 to form Dublin Bay Biosphere. The island supports nine habitats which are protected under the European Union Habitats Directive, as well as internationally important bird populations. It is also used daily by walkers, swimmers, kite-surfers, beachgoers, bird-watchers, nature enthusiasts, and many others.

6. Biosphere Discovery Cruise: Biosphere Discovery Tours are an ecotourism initiative developed by Dublin Bay Biosphere Partnership in collaboration with Dublin Bay Cruises. Specially trained guides will welcome you aboard the St Bridget for a guided cruise which departs from Howth Harbour, taking in Ireland's Eye, Howth Head and their resident seabird colonies before crossing Dublin Bay.

As well as networking opportunities, participants will attend a welcome reception in City Hall, a gala dinner in Christ Church Cathedral, and an ethnic night in the historic Red Stables building in St Anne's Park, including Irish food, music and GAA games.



BALTIMORE HARBOUR



ALEXANDRA QUAY EAST



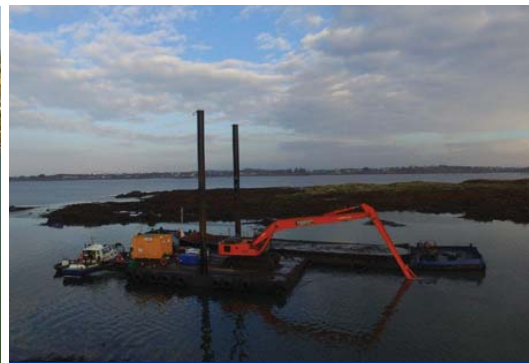
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Rewarding **Biodiversity** Across Ireland



The Together for Biodiversity Awards are an initiative of The Irish Wildlife Trust and Dublin Port Company to recognise the work of community groups, farmers, schools and individuals across the country.

Ireland's first ever Together for Biodiversity Awards will be presented at the National Biodiversity Conference, which takes place at Dublin Castle on February 20-21, 2019 (www.biodiversityconference.ie). The awards are being run by the Irish Wildlife Trust and supported by Dublin Port Company, and it is the first Irish awards programme of its kind dedicated solely to recognising and funding biodiversity champions in our society.

The awards form part of the National Biodiversity Conference, which is organised by the National Parks and Wildlife Service and the Irish Forum on Natural Capital. The Together for Biodiversity Awards are an opportunity to

celebrate the fantastic work carried out by communities across Ireland to protect our natural environment. Individuals and communities all over Ireland are doing their bit to help save biodiversity through local projects.

"The 'Together for Biodiversity Awards' are a fantastic opportunity to celebrate the wealth of work being done at local level to protect wildlife and create and restore habitats across Ireland," noted Minister for Culture, Heritage & the Gaeltacht, Josepha Madigan TD, at their launch. "By inviting nominees to present their work at the National Biodiversity Conference and announcing the winners at the event, we are ensuring that the voices of community



Hannah Hamilton, Executive Coordinator at the Irish Forum on Natural Capital (left), pictured with Josepha Madigan TD, Minister for Culture, Heritage and the Gaeltacht, and Dr Ciaran O’Keeffe, Principal Officer at the National Parks and Wildlife Service, at the launch of the National Biodiversity Conference.

Stark Warning

Even though community groups and individuals all over Ireland are working tirelessly on biodiversity, more needs to be done, according to Kieran. “Unfortunately, despite all our effort, enough is not being done overall. Many species are still declining and the condition of many of our important and unique habitats has deteriorated.”

Hannah Hamilton, Executive Co-ordinator of the Irish Forum on Natural Capital, one of the co-hosts of the National Biodiversity Conference, gives an even starker warning: “We are on the brink of a global mass extinction of biodiversity. It can be stopped but it requires massive political will and investment: it requires companies to step up and speak out, and it requires politicians to lead, to develop policies and support projects that restore and protect habitats, and that can create new ones as well.”

Kieran agrees: “While great work is already being done, we certainly need to do more to address how we live as a society. Our policies on how we manage our land is what will determine if nature can exist in a healthy state alongside ourselves. We need to leave space for natural habitats, as well as keep our water and soils in good condition. If we do this, biodiversity is well able to look after itself.”

Highlighting Biodiversity

Initiatives like the Together for Biodiversity Awards will help to highlight the issue of biodiversity on the national agenda, while rewarding the local heroes who are making a difference. “The awards give the conservation community an opportunity to celebrate and shine a light on the great work that is being done at community level, because so much of it is done voluntarily, out of pure passion,” Hannah feels.

“The Together for Biodiversity Awards are a fantastic way of engaging a wide cross section of society with this topic. The awards are important because not only do they highlight the issue of biodiversity decline but they showcase fantastic

groups are represented at this major national conference. We are delighted to partner with Dublin Port Company and the Irish Wildlife Trust on this collaborative initiative and I look forward to meeting the nominees and hearing about their efforts to enhance Ireland’s biodiversity.”

“There is a huge amount of work been done around the country to help our biodiversity. This award scheme shows that schools, community groups, individuals, farmers and business are all involved in directly creating habitats for our wildlife and raising awareness about the importance of biodiversity,” noted Kieran Flood, Coordinator, Irish Wildlife Trust. “Through our work at the Irish Wildlife Trust, we are constantly meeting communities and individuals who are striving to protect their local wildlife. It is only with the help of local biodiversity champions that we will have a chance of halting biodiversity loss in Ireland, so we are delighted to be celebrating their efforts through the Together for Biodiversity Awards.”

examples of how we can all do our bit to help biodiversity,” Kieran explains. “For example, schools and community groups can look to the awards for examples of projects they can run locally. All these great projects have had exposure online through the public vote and they will be represented at the National Biodiversity Conference in 2019.”

The Conference is the brainchild of the National Parks and Wildlife Service, who produced the National Biodiversity Action Plan, and it will bring together all stakeholders in the area of biodiversity, nature and conservation, including policy makers, scientists, NGOs, community groups, students, businesses etc.

“What we really hope to do is to galvanise action, to support the implementation of the National Biodiversity Action Plan and to give the conservation community the opportunity to spend a few days talking, listening and helping to figure out how we can work together to solve this crisis,” Hannah notes.

Huge Interest in the Awards

Interest in the awards has been high, with a huge number of entries across the four categories (community groups, farmers, schools and individual biodiversity champions), with winners in each category receiving a €2,000 prize.

“We have had a great response to the awards,” Kieran reveals. “We had fantastic applications in every category and we have had thousands of votes cast in support of the projects in the public voting round. The support of Dublin Port Company has been central to the project success. To be able to offer contestants significant financial reward as a prize has certainly increased interest in the competition. For lots of the school and community groups, functioning on small budgets, the prize money will go a huge way to help them achieve lots more fantastic biodiversity work. A number of contestants have contacted us to say how

important they feel it is that awards like this can give them a chance to gain much needed support for their work. The support of Dublin Port Company has made this possible.”

Having organisations like Dublin Port Company involved in biodiversity and conservation is “absolutely critical,” Hannah agrees: “We live in a world where businesses impact on nature – that’s just reality – and we depend on these businesses, but companies are also starting to understand that they depend on nature, that this isn’t a one-way street, and it is becoming something that is important to businesses. It is becoming something that helps a company to align its values with the things that matter to its customers and employees.

“By going the extra mile for nature, beyond regulatory compliance, companies can achieve a huge amount and have a real impact. This is especially true for companies that are close to Special Areas of Conservation and Special Protection Areas, designated under Birds and Habitats Directives. So companies help by setting a new norm for practice that goes beyond compliance, raising the agenda on the national stage, and having real direct impact on biodiversity conservation, especially in protected areas.”

Cross-Society Effort

Biodiversity protection needs a cross-society effort, Kieran stresses. “Every sector needs to be aware of the importance of biodiversity and do what they can to help protect it. Large organisations like Dublin Port Company can make a huge difference. The awards are an example of how organisation like Dublin Port Company can support biodiversity projects but companies can also use their staff and resources to run their own projects, such as Dublin Port Company’s work with terns in Dublin Bay.”

“This is a notoriously underfunded sector and biodiversity is immensely valuable, so we need people like Dublin Port Company to shout about how important biodiversity is to them and to support initiatives like the Together For Biodiversity Awards, like the Dublin Bay Biosphere and the various other conservation projects they have been supporting,” Hannah avows.

For their part, Dublin Port Company is “delighted” to sponsor the Together for Biodiversity Awards. “The port is not only a hive of activity for ships, containers and cranes, but also home to an array of birds, marine life, flora and fauna that form part of the Dublin Bay biosphere,” explains Eamonn O’Reilly, CEO, Dublin Port Company. “We are committed to working with a range of organisations and conservationists to better understand and protect our natural environment, and we know that there are countless groups and individuals with the same ambition. The awards will shine a light on those doing brilliant work to protect biodiversity right around the country and help support future projects too.”



Pictured at the launch of the Together For Biodiversity Awards are (l-r) Eamonn O’Reilly, CEO, Dublin Port Company; Josepha Madigan TD, Minister for Culture, Heritage and the Gaeltacht; and Kieran Flood, Coordinator, Irish Wildlife Trust.

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A Year of Theatre

Dublin Port Company Embraces the Stage

2019 sees Dublin Port Company engaging in a Year of Theatre, with three theatre companies commissioned to create original work based around the history and legacy of Dublin Port and its relationship to the city.

Last Orders At The Dockside is a new play from The Abbey Theatre, written by award-winning author and playwright Dermot Bolger, which will run on the Abbey from September 23 to October 26, as part of the Dublin Theatre Festival 2019. The play is set following the death of an elderly docker, when his friends gather in the local pub, The Dockside, to celebrate his life.

The world of the port and docks was a new one for Dermot Bolger, but one in which his father was very familiar.

“My father was a sailor and he sailed out of Dublin Port for 44 years. He sailed through the war on those tiny Irish ships that were sometimes bombed by the British and the Germans. He was bombed three or four times in the Bay of Biscay,” Dermot reveals.

Indeed, this is an area that Dermot visited before in his 2016 novel, *The Lonely Sea And Sky*, which recalls the true story of how the Irish ship, the MV Kerlogue, famously rescued 168 German soldiers found floating in the Bay of Biscay: “I wrote about that whole period of Irish

ships and Irish sailors because I wanted to honour my father’s generation.”

“My earliest memories of growing up are of my father packing his bag, which he used to hang on a nail in the shed when he was home,” Dermot notes. “I remember walking him from Finglas Park onto McKee Road and Clune Road, where I’d stand and watch him walk down to Finglas Village. He was disappearing to the world of the Alexandra Basin and these other places he spoke about. So I was intrigued to write about the Dublin docks because it was a place where my father set out from on these journeys. It was a world my father would have passed through every day.”

The docklands of the 1940s, ‘50s and ‘60s “was almost like a theatre on the quays”, Dermot muses, “because you had these ships pulling up all the way to Customs House Quay. If they were unloading bricks, there would be a crocodile chain of men unloading the bricks from the ships. It all happened in public view. But by my father’s time, it had all disappeared behind the gates to Dublin Port so it was very much a hidden world. This was a chance for me to explore that world, which I relished, as it was a part of Dublin I didn’t know that much about, nor did anybody else in Dublin who hadn’t physically lived or worked there.”



Last Orders At The Dockside is set in 1980, which “wasn’t a year when anything remarkable happened on the docks, which makes it a good year to write a play about,” Dermot explains. “If you set a play on the docks in 1913, it has to be about Jim Larkin and the Lockout, the big events take over. In 1979, there was a very protracted strike on the docks, where the country was almost held to ransom for three months, and the dockers got a certain deal. But 1980 was a relatively quiet year, so it allows the docks to be in the background.”

Dermot engaged in a lot of research before writing the play, highlighting the 2017 book by Aileen O’Carroll and Don Bennett, *The Dublin Docker*: “The Dublin Docker was fascinating, but also frustrating because it told me a great deal about a way of life that had already vanished by the time my play takes place,” he laughs. Another inspiration was ‘Are You A Button Man?’, “a wonderful evening of music and dockers talking about their lives”, which was organised by musician Macdara Yeates in *The Sugar Club* in Dublin.

“A lot of stuff has been written about the Dublin docks when the unloading took place on the quays because it was so much a part of the sight, sound and smell of the city. It is something to easily feel nostalgic about because those things were so vibrant, whereas the time I’m writing about is a less nostalgic time and there was less written about it. But so many newspapers are online now and you have the Irish newspaper archive, but I also learned a lot by just talking to people,” Dermot explains. “But this is not about any real life docker’s family that existed. I wanted to find out as much as I could about that period, so I could get that period as right as possible. I wanted to get the details of docklands life, internal docklands politics, the union politics that was going on at the time. This was a period of change and there were a lot of people who knew that their jobs were coming to an end, so there was conflict.”

Editing down his research is always a key part of the writing process for Dermot. “When you’re writing any novel or play, you research a lot and discover a lot of information. You subsequently put a lot of that information and background into your novel or play, but you often wind up taking a lot of it out again. But you always need to understand it yourself. When you begin the first draft of a play about the Dublin docks, it becomes very history driven and very driven by specifics of working conditions, but as the play goes through each draft, they recede into the background and the play becomes about people, because a good play or a good novel is always about an individual or a family. Hopefully, *Last Orders At The Dockside* is a play that is very much about the Dublin docks but could be about any dockland

community in any city where one way of life was being swept away and a new way of life was coming in.

“In the end, you want to bring a family, in all its fractured unity, to life in your head; to allow these phantoms to become characters and hopefully those phantoms will carry the back-story of the docks within their own lives and will be sufficiently interesting to engage an audience. At the end of the day, when people go into a theatre, they want to be told a story.”

This will be only the second time Dermot has had a play on at The Abbey Theatre, although in physical terms, it will actually be his first play on the main stage.

“I was walking by The Abbey with my two sons about two and a half years ago and one of them asked me if I had ever had a play in there: I said ‘no, but I always wanted to and it’s never going to happen but I’m reconciled to that,’” recounts the born storyteller. “About a week later, I got a phone call, asking me to go into The Abbey to meet the two Directors, Graham McLaren and Neil Murray; I didn’t know what it was about, and they asked could they do a version of *Ulysses* that I’d written about 20 years ago. The meeting lasted about 30 seconds and on the way out, I leaned against the door of the Abbey and laughed: it’s only when you give up your dreams that your dreams come true. I felt ‘now, I’m finally going to have a play on the Abbey stage’. But when I went into *Ulysses*, they had taken the stage out: I waited all my life to have a play on the Abbey stage and there was no stage,” he laughs.

Dermot was aware of some of the work done by Dublin Port Company to reintegrate the Port and the City via the arts, as one of his good friends is John Sheehan from *The Dubliners*, who was one of the musicians involved in the *Starboard Home* project in 2016.

Ironically, *Last Orders At The Dockside* is set at a time when the Port and the city it serves were somewhat disconnected: “In 1980, when the play is set, there is a sense that the Port is retreating away from the City; they’re reclaiming land and building wharves further away from the city, so it becomes more hidden. It’s fascinating now that the Port is making those links to the city. I had a walk in the old Odlums building in Dublin Port a few weeks ago and it was a fascinating place and will be even more fascinating if their plans to make it an interpretive centre and museum come to fruition. I think a port can only survive by reinventing itself and I think Dublin Port is making a positive contribution to the arts. It’s also great to see The Abbey linking with the Port as well.”

We wondered about the writing process of creating a play rather than a novel. While both involve a lot of research, Dermot reveals, a play has to have momentum, to keep the audience rapt.



Dermot Bolger, pictured outside the 15th Century castle where he wrote the first draft of Last Orders At The Docksides in Umbria, Italy (Photo: © Marco Giugliarelli for Civitella Ranieri Foundation, 2018).

“The best advice I ever got as a playwright was from David Byrne, who directed my first play. He was talking about a speech I had written and I didn’t understand what he was saying, so I picked him up and held him against the wall and told him I’d drop him if he didn’t explain in one sentence what he was getting at,” he chortles. “He said ‘This speech is wonderfully written, but this bit is where the man in the third row of the theatre begins to wonder if his Volvo is safely parked’. That was the best piece of advice I ever got as a playwright.

“When you publish a book, the book never changes. When you go into a theatre on a Monday as a playwright, you think you’re a genius; you go in on a Tuesday night, you think you’re the worst playwright in existence. Maybe the audience don’t laugh on the first laugh-line and that makes the cast nervous and then that tension in the cast filters down to the audience, so the whole dynamic changes in the theatre.

“A play has to move at a certain pace and at no stage can the audience get ahead of the play; but at the same time, you can’t just rain information at them – they have to be given the space to speculate. Picasso was once asked when a painting is finished, and he said, ‘when the gentleman from the gallery comes to hang it’. For me, a play is only finished when the gentlemen and

ladies from the press come to hang the playwright. You are literally changing it all the time. When you hear the actors read your words, it takes on a life of its own. Then the audience adds another dimension to it. You only really know if the text is right when the audience comes in. It is a fascinating process.”

Finally, he is delighted that Dublin Port Company is engaging in its Year of Theatre.

“I think it’s great that corporate bodies have an interest in supporting the arts,” he avows. “Sometimes, commissions tend to be a once-off piece which is very much of its own moment. What I like about this is that Dublin Port Company will be heavily involved in the staging of this play in The Abbey, but if Last Orders At The Docksides works sufficiently well as a play, it can be staged elsewhere, so the legacy of that commission won’t be a once-off and will fund a piece of theatre that, if it’s good enough, will have a chance out in the world.

“It is important that support of the arts isn’t tokenistic,” he concludes. “For poets and playwrights to exist, they need these kind of financial structures, to allow them the time to do it. So this has been a great benediction for me in my 60th year to be able to explore the world my father passed through every time he came in and out of Dublin, and to have a play in The Abbey.”

Liffey Water Runs in His Veins

In Our Veins is the title of a new play from Bitter Like A Lemon Theatre Company, commissioned by Dublin Port Company as part of its Year of Theatre. Bitter Like A Lemon are a relatively new theatre company, having staged their first production in 2014, but Dublin Port Company CEO, Eamonn O'Reilly was suitably impressed by some of their previous productions to green-light In Our Veins in January 2018, when playwright Lee Coffey "went into full-on research mode".

He's not joking. Aside from reading a veritable library of material related to Dublin's tenements and docks, Lee reached out to the Dublin Dockworkers Preservation Society, and pays huge tribute to the man who runs it, Declan Byrne, for putting him in touch with a host of retired dock workers.

"A lot of them started working when they were just 15 and worked right up until the work finished. Some of these men are in their 80s or 90s. One man, Paddy Daly, was talking about when he started, the lads he worked with used to tell him stories about visiting The Monto, which finished in 1925," Lee explains. "So I really got a sense of the work these men did and the changes they have seen."

He also made contact with the North Inner City Folklore Project, based on Railway Street: "They had a lot of info about the area around The Monto, the North Inner City and what it was like at the time these men lived there, because obviously it's now completely different. A lot of things have been knocked down and the docks have totally changed."

Lee also took some inspiration from Dublin Port Company's Starboard Home project, where a host of Irish musicians penned songs based around the theme of the port, river and docklands. He spoke to some of the musicians involved about what influenced them in the creation of their music: "Lisa O'Neill actually released a brilliant video for her song, 'Rock The Machine', where she filmed a lot of the men I spoke to from the Dublin Dockworkers Preservation Society."

In the course of his research, Lee discovered a personal connection with the area: "I discovered that two of my great-granddads were dockers and one great-granduncle. I hadn't a clue about this until I spoke to my grandad, who was born in the Monto, in Railway Street and used to live in Corporation Street, which was right beside the docks. I was delighted to find this out because it meant I was actually researching a world that I came from."

Lee actually ended up with enough ideas for "a seven-hour epic". Whittling this down to a workable play was "the hardest part", he admits, and the resulting play spans 97 years, from 1922 to 2019, telling the stories and experiences of a family who lived and worked on the docks, weaving real stories he heard from retired dock workers into the drama.

"You have to know what you can use and what you can't. I wanted to get in what it was like working in the hatches; what different commodities they worked with; the tools they used; the hardships they felt; how it was on the docks and how it was at home; how they used to get paid in the pubs; how de-casualisation didn't come in until 1971; how containerisation was the death of the docker," Lee reveals. "It's something of a swan-song to the docks."

The support of businesses like Dublin Port Company is hugely welcomed by all arts groups and theatre companies, but particularly for smaller entities like Bitter Like A Lemon, for whom it was their first time being commissioned to produce a play. It means that they can pay their actors, set-designers etc for their work instead of relying on passion for the project to win them over.

"They don't have to work somewhere else while working on the show: they can put everything into it and make our show the best it can possibly be," Lee explains. "Dublin Port Company commissioned three theatre companies in 2019, the Abbey, The Lir and ourselves, so for them to put their faith in a very young company like ours is incredibly supportive. It's a vote of confidence that can echo around the industry."



Lee Coffey, playwright, Bitter Like A Lemon Theatre Company.



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FOR MORE INFORMATION

Dr Alan Barr
ENVIRONMENT
E: alan.barr@rpsgroup.com

Celine Daly
TRAFFIC AND TRANSPORT
E: celine.daly@rpsgroup.com

Donal Doyle
GEOTECHNICAL
E: donal.doyle@rpsgroup.com

Mark McConnell
MARITIME
E: mark.mcconnell@rpsgroup.com

Lir Academy Helping to Spread the Magic of Theatre

Port Stories is a theatre programme that places Dublin Port, its history, characters, folklore and legacy at its core. There are a few distinct parts to this programme. Firstly, The Lir Academy is teaming-up with Ringsend College and together with Louise Lowe, of Anu Productions, will facilitate a 10-day theatre-led outreach programme with Transition Year (TY) students.

“This will be a dynamic, practical and engaging programme that will bring Lir Academy tutors directly into the classroom to work with TY students,” explains Eimear Chaomhanach, Director of Development at The Lir National Academy of Dramatic Art at Trinity College Dublin. “Week one will provide an introduction to theatre skills and an understanding of the three cornerstones of conservatoire theatre training, focusing on voice, acting and movement. Week two will delve into the heart of Dublin Port, with TY students researching the characters, stories and history of Dublin Port in the past, as well as its relevance today.”

In tandem with outreach work in Ringsend College, The Lir Academy’s current second year students will also be immersed in Dublin Port, literally! Directed by Louise Lowe, Lir students will carry out independent research into Dublin Port stories and characters and from this, will create and perform a devised piece of theatre to take place at Dublin Port. “This will be an immersive theatre experience, where audiences will be led by Lir students who may unfold untold stories pertaining to Dublin Port in Dublin Port HQ itself,” Eimear reveals.

“During this process, The Lir Academy will facilitate a cross-pollination of ideas and stories, bringing together

both TY students from Ringsend College and second year Lir students. We will invite TY students into The Lir Academy, as well as inviting them to experience the second year theatre performance in Dublin Port.”

Access & Diversity

“Access and diversity are key to The Lir Academy’s social mission,” Eimear stresses. “Working with Ringsend College, a Deis Secondary School, means we are working with minority students who are often under-represented in higher education and under-represented in theatre and the arts generally.”

A primary aim of this project is to bring drama and theatre directly into a Deis Secondary School and to work with young people who otherwise might never get the opportunity to experience and respond to theatre. “TY students will get the opportunity to experience a theatre performance in an untraditional setting and will also be invited into The Lir Academy for a behind-the-scenes tour,” Eimear states. “Bringing students into The Lir Academy is the first step to breaking down the barriers that can traditionally be associated with a third-level institution.”

Using Dublin Port as the central theme for both the outreach work and devised project means young people are given the opportunity to learn about the history and characters of Dublin Port, its impact on shaping Dublin City in the past and its relevance today. “Importantly, new work will be created and performed as a result of this project,” stresses Eimear. “Not only will its narrative and theme reflect Dublin Port’s legacy, but a new piece of theatre will animate the Dublin Port space to an invited audience.





Inspiring a New Generation

According to Eimear, the benefits of having the support of Dublin Port Company are manifold: “A new generation will be immersed in the rich history of Dublin Port and these stories will be related and experienced through theatre. This ‘new’ generation involves TY students from a Deis Secondary School, who might otherwise never get the opportunity to experience theatre in any form. New work is created by The Lir Academy students in training and both groups are facilitated, tutored and directed by Ireland’s leading theatre professionals.

“Dublin Port’s support is bringing theatre into the classroom. It is reigniting a connection between Dublin students and the work and legacy of Dublin Port. It has the potential to unearth new stories and ignite new experiences that are inspired by Dublin Port’s rich legacy. These experiences and stories will be told through theatre. It is important to note that this

engagement has the potential to truly affect a young person’s life by being their first hands-on immersive experience of theatre in the classroom. This will hopefully encourage a number of participants to engage with theatre beyond this programme.”

The Lir Academy will work towards continuing this partnership with Ringsend College by inviting students to theatre performances at The Lir and working towards securing additional funding to roll-out outreach opportunities with Deis Secondary Schools in the future.

“Our vision is to encourage and enrol a student base that aptly represents our local community and increase participation in theatre education by students from non-traditional backgrounds,” Eimear explains. “Dublin Port’s support is making a meaningful long-term impact on the next generation of theatre-makers and theatre-audiences in Ireland.”



GMC Utilities Group

GMC Utilities Group provide a complete service and turnkey solution to the utility and civil engineering industries. The Group has constructed major projects such as the non-domestic water metering project for the greater Dublin area, water leak detection and management services, road and infrastructural projects, railway station platform extensions, water supply and sewerage schemes, gas network and distribution projects, water network and distribution and rehabilitation projects, electricity network enhancements, utility diversion projects, renewable energy projects and solutions, telecoms and broadband network projects.

Recent and upcoming projects:



Hibernia REIT, Dublin 2

These works included the upgrade of the utility services for the connection of buildings in Sir John Rogerson's Quay, Windmill Lane, Creighton Street and Hanover Street East. In addition, the upgrading of the surrounding streets with modern granite paving and cobbles as well as the upgrade of the architectural landscaping and street furniture.



Swords 30" Water Mains Project

This project is to replace five kilometres of ageing water mains in Swords, County Dublin from Cooks Road/Forest Road to the junction with the Dublin Road / Main Street then along Main Street and North Street and onwards to Lissenhall, ending near the Swords north M1 motorway junction. As of July '18, over three kilometres of water mains have been replaced.



ESB ecars

We carry out preventative maintenance for the ESB electric vehicle charge points in all thirty-two counties. In addition, we provide an emergency on-call service to react to any technical issues or physical damage at a vehicle charge point.



Galway and Limerick Sewer Rehabilitation

These works will address odour issues during storm water events, reduce sewer flooding and upgrade the sewers using GRP liners, in areas of Galway (William Street, Shop Street, High Street, Cross Street, Augustine Street, and Flood Street) and Limerick (O'Connell Street, Catherine Street).



Gas to Center Parcs, Longford

This project will deliver natural gas to the Centre Parcs site in Ballymahon, County Longford. The works, measuring twenty-one kilometres, will take place along regional and local roads from Ories to Tang, in County Westmeath and then along the N55 connecting in Rathmore.



Irish Water: Network Management

A design and build contract for eight Local Authority areas (Dublin City, Fingal, South Dublin, Dun-Laoghaire Rathdown, Meath, Longford, Louth and Westmeath) for targeted leak reduction activities including:

- DMA Establishment and Validation
- Survey to Establish Baseline DMA leakage levels
- Find & Fix Water Leaks
- Water Network Pressure Management
- Water Mains Rehabilitation by open cut and trenchless technology techniques
- Renewal of Shared, Backyard and Lead Services
- First Fix Programme
- Water Network Rationalisation

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Diving for Gold!

Dublin Port Company is sponsoring Irish Olympic diver Ollie Dingley, as he bids to qualify for the 2020 Tokyo Olympics.

388,000 Irish people tuned in to the 3-metre Springboard final at the 2016 Olympic Games, RTE's highest viewing figures for the entire athletic showcase. The nation held its collective breath as Ollie Dingley was the first Irish diver in the Olympics in 68 years. Since then, he's set a new Irish record, collected numerous awards and qualified for the Diving World Cup and World Series.

Last year, Dublin Port Company announced that it is sponsoring the diver's preparations for the Olympic Games in Tokyo in 2020. Eamonn O'Reilly, Chief Executive, Dublin Port Company, said: "Dublin Port is proud to support one of Ireland's most talented athletes and we wish Ollie every success in his preparations for Tokyo 2020. Dublin Port Company's support aims to make a real difference to Ollie's training at such an important time in his career and we look forward to seeing him progress even further."

"The support from Dublin Port has been absolutely fantastic," Ollie reveals. "It's had a big and very immediate effect on my life."

The bursary from Dublin Port Company includes the use of a car, which has been a real life-changer for the diver, who lived for three years in a house on the grounds of the Dublin Sports Campus in Abbotstown.

"It was a 28-minute walk from my house to the main gates of the campus, then another hike to the shops, so just doing the shopping became like a day-trip. Now I can just get into my car and do it," he explains.

It has also helped immensely with his studies. Ollie is currently in year two of a four-year degree in film and broadcasting at Technological University Dublin, formerly DIT Aungier Street, and harbours hopes of becoming a producer when he finally hangs up his Speedos. The support of Dublin Port Company, particularly the availability of a car, has made juggling college life and training far easier.

"I thought it was going to be really hard, but the fact that I have a car now makes it possible. If I'm not diving or in college, I'm usually stuck in traffic somewhere in Dublin," he laughs. "The car gives me the time to train, attend college and to do assignments. There's a bit of give-and-take from both college and training; it's fairly time consuming, but it's also given me a social life outside



Ollie Dingley, pictured at Dublin Port, with Eamonn O'Reilly, CEO, Dublin Port Company.

sport, which is fantastic. I really enjoy college and my diving has also gone through the roof this last season, so hopefully going to the World Championships later in the year will make this a really good year.”

Going back to college wasn't necessarily something the 26-year-old Dingley always envisioned. “When I left high school, I went straight into diving, but then at the end of the 2017 season, I felt I needed something else in my life. I was very happy to go back to education. I really struggled in school,” he admits, “and it was something I never thought I'd go back to but I've had the time of my life since. I'm a bit older now, a bit wiser and a bit more mature.”

An Amazing Journey

The Harrogate-born diver (he declared for Ireland in 2014, thanks to a Cork grandmother) professes himself “a totally different person” since the 2016 Olympics, explaining that he has “changed for the better” in the three years since representing Ireland in Rio.

“I was very lucky to go to an Olympic Games,” he states. “It was an amazing journey to go on: I had the most incredible three weeks of my life, and it has opened up so many doors for myself and for the sport of diving in Ireland. It's been fantastic to see a lot more kids coming into the sport and people being a lot more interested in diving.”

At the time, however, he was just focused on the competition, rather than let his brain consider the hundreds of thousands of people watching. “When it comes to the Olympics, you just live in the moment. You do a lot of work with a psychologist on control and it's one thing I became very good at. I've never seen myself as the most talented diver in the world but I've always

been a hard worker and I think that's helped me to get where I've been, and part of that hard work is on mental health and taking care of yourself.

“Diving can be a very lonely sport, and it's even more lonely when you're on that diving board. I do the springboard, the lower one, because the 10-metre one is far too scary for me,” he laughs. “That one's way too high. But ultimately, it's a plank that wobbles a lot and in diving, the slightest mistake takes a fraction of second and it hurts a lot: my biggest nightmare is ending up on a YouTube video that goes viral. In Rio, the Olympic champion from 2012 actually belly-flopped in the semi-final, the world champion from the year before didn't make it into the semis, so it really is a sport of fine margins. You have to have a bit of a game plan and you have to be focused, almost like tunnel vision, to block everything so it's just you and the board; you control your breathing.

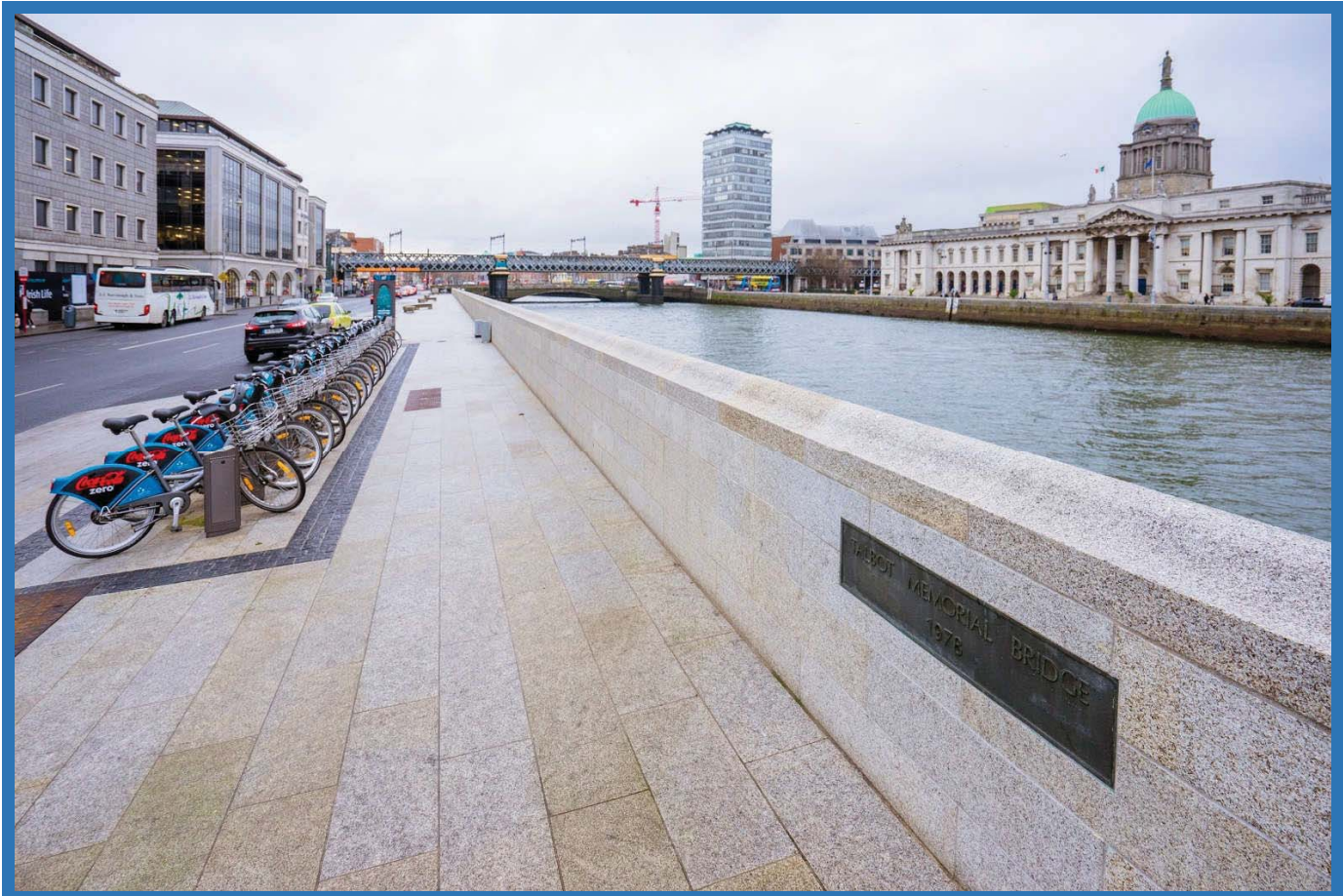
“Having said that, when I walk down the board to the hurdle step, which is where you walk to the end and push yourself up, I feel like Bambi: it's basically one step at a time. You get to the end of the board before you even think about the dive; then it's on to the next bit and then you're flying through the air with all these thoughts going through your head; you come up and you hope to hear a few claps.”

The reaction to his success in Rio (he finished 8th) was “very humbling”, with his phone going “quite beserk” after the final. He even confesses to being recognised on a flight home and in his local Marks & Spencer, where he went to treat himself to a nice dessert, “as soon as I went into the shop, people went crazy, which was bizarre”.

He's not totally surprised by the growing interest in his chosen sport, however: “Diving is one of those sports



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Dublin City Council, Flood Projects & Water Framework Directive Division***



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that's enjoyable to watch. You have that gymnastic element and for the viewers back home, it's hilarious when it goes wrong: not so much for us."

Ollie knows how lucky he is to be an Irish Olympian: "To qualify for the Olympics is a very heart-breaking day because there are 70 divers and only the top 18 definitely get a spot, so there are so many of your friends who are good enough to go to the Olympics but don't get to go. The Olympics is an amazing event. It is a once-in-a-lifetime experience, although I'm hoping I get to experience it twice or even three times, representing Ireland. It was amazing to hold the flag and hopefully I did some people proud. I guess it was one life goal ticked off, and I hope to do even better in the future."

Future Success

Ollie is currently ranked seventh in the world, and is on course to qualify for Tokyo 2020. Having finished seventh in the Diving World Cup, he qualified him for the Diving World Series, where the top divers from around the world go head-to-head in various locations across the globe. "I never perceived myself as being one of the world's best divers so it's slightly bizarre," he smiles. "Maybe I'm getting there now. Sometimes you have to have to stop and pinch yourself and really appreciate it."

Diving has taken Ollie all over the world. When he's not flinging himself into the air from a springboard, he's managed to take in the Great Wall of China, the Sydney Opera House and Christ the Redeemer in Rio. "One of the unique things about sport is that I have a group of friends who I see in different locations around the world," he laughs.

Sport being sport, there are obviously downs as well as ups. He was forced to withdraw from the 3-metre springboard competition at last year's European Championships after stomach cramps put paid to his participation. "I was ill. It happens," he says philosophically. "It was one of life's dramas and there are going to be worse dramas out there: it's sport, at the end of the day, and health is more important. But I was in good form so there were a lot of tears. But I'll be back at the European Championships this year in Kiev, after the World Championships in South Korea."

Giving Back to the Community

As part of Ollie's sponsorship with Dublin Port, he's very keen to talk to people in the communities around the port about his journey to the top of his sport and he plans to bring groups of young people to the National Sports Campus to see where he trains.

"I remember growing up, I was a mad sports fan and it was always nice having sports people come to my school. I think everybody has their own interesting journey, which



they should talk about and I hope to be able to share mine, with the help of Dublin Port Company."

Having always been sporty (he played soccer for Middlesbrough at under-age level), he's keen to emphasise the importance sport can play in a young person's development. "I always struggled at school but diving was a bit of a bubble: it was somewhere I could go to at 5pm each day and forget about everything, disappear into my own little world with my own friends."

He's also hoping to work with mental health charity, Aware, who have close ties to Dublin Port Company – all the proceeds from the annual Harbour 2 Harbour walk are donated to the charity. Having spoken openly about his own issues with anxiety, it is an issue that is close to Ollie's heart.

"The sporting world is very macho, filled with a lot of very confident people, but for some of them, it's a façade. Like myself, I could compete no problem, but Jesus help me if I was to do something else. So I can get myself into a competition frame of mind but other frames of mind, I find quite hard. It wasn't until I went to college that I realised just how many people do find things difficult and it's really helped to open up myself about it. I feel I've been very lucky with my childhood, with my parents, with getting the chance to represent Ireland, but a lot of it has been very hard as well. It has been interesting to hear how other people's lives have gone in different directions and what they have struggled with. So I'd love to do a bit of work talking about it, because it has helped me and if it helps a few other people, great.

"I'm very aware of the amount of work that Dublin Port Company do in the local communities around the port and hopefully I can be a bigger part of that in 2019. It has been a balancing act between college and diving but I finally feel like I've got to a point where I have more time, so hopefully I can help out with some of the things they are passionate about because their support has made a very real difference to my life and my quality of life."

Another Record Year for Dublin Port

2018 was the fourth successive record year for trade at Dublin Port, with cargo volumes growing by 4.3% for the second year in a row.

2018 was another record year for trade at Dublin Port, according to Dublin Port Company’s full-year trading figures for 2018.

The latest figures show that cargo volumes through Dublin Port hit record levels for the fourth year in a row with growth of 4.3% to reach a new record 38m gross tonnes in 2018. This brings overall growth at Dublin Port in the five years since economic recovery began in 2013 to +35.7%.

To facilitate future growth, Dublin Port continues to invest in new infrastructure based on its Masterplan 2040 and a €1 billion 10-year programme of works is underway. The company invested €93m in port infrastructure in 2018 and plans to invest a further €147m during 2019.

Overall Growth at Dublin Port 2007-2018

Looking at the 2018 trade figures in detail, imports grew by 5.5% to 22.7m gross tonnes, while exports grew by 2.5% to 15.3m gross tonnes. Containers and freight trailers account for 82% of all cargo and both the Ro-Ro and Lo-Lo sectors grew strongly. Ro-Ro grew by 4.0% in 2018 to over one million Ro-Ro units for the first time (1,032,000). Lo-Lo container volumes also grew by 4.0% to 726,000 TEU.

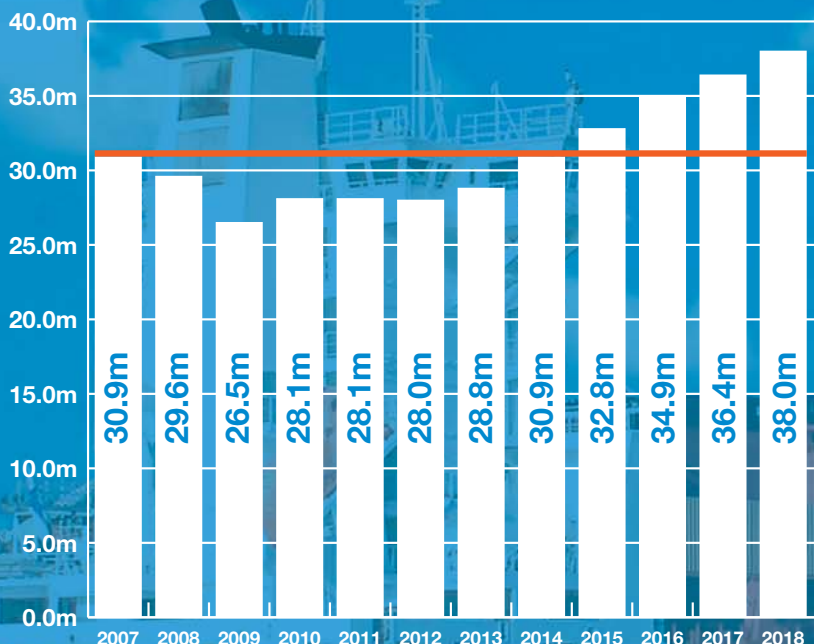
Even though national first time registrations of new trade vehicles declined by -2.5% (as reported by the CSO), imports through Dublin Port increased by +4.1% to 103,000 during 2018, suggesting an increase in Dublin Port’s share of the market for new vehicle imports.

Bulk liquid volumes, comprising mostly petroleum products, grew strongly by 7.8% to 4.6m tonnes, driven by increasing activity in the road transport and aviation sectors.

Bulk solid commodities, such as animal feeds and cereals, also increased, up +16.8% to 2.4m tonnes during the year, following poor weather conditions for agriculture over the previous 12 months.

Passenger volumes declined by -1.0% to 1,828,000 due to operational issues on ferries during the year. Similarly, the number of tourist vehicles declined by -1.2% to 515,000.

Dublin Port’s cruise business grew again, with 150 cruise ship arrivals (compared to 127 in 2017) and growth of 32% in visitor numbers. The average size of cruise ship increased yet again, reaching 50,085 gross tonnes in 2018, an increase of +10.6% compared to the previous year.



Commenting on the results, Dublin Port’s Chief Executive, Eamonn O’Reilly, said: “Growth of 4.3% for the second year in a row is yet further confirmation that the longstanding trend of compounding annual growth in Dublin Port is back. Every year from 1993 to 2007 was a record year in Dublin Port. In the past four years, we have seen this pattern re-emerge, with 2018 the fourth year in a row for record growth.

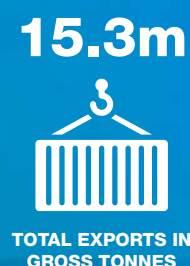
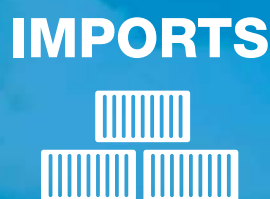
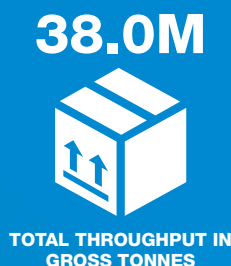
“Dublin Port’s volumes are now 23% higher than they were in 2007 before the crash. This growth has been driven by Ro-Ro freight, with more than one million Ro-Ro freight units handled in 2018 for the first time ever.”

Dublin Port’s multi-million euro infrastructure investment programme continued with capital expenditure of €93m during 2018, the CEO explained: “Our investment in infrastructure is matched by our customers’ continuing investments in new ships with huge freight capacity. Even as the €149m 2,800 lane-metre W.B. Yeats enters service in Dublin Port, we are preparing for a second new Irish Ferries’ ship with 5,610 lane-metres and also for Stena Line’s 3,100 lane-metre E-Flexer, both due to enter service on the Dublin-Holyhead route during 2020.”

Dublin Port is the country’s most important port for Ireland’s import and export trades, the CEO revealed, handling 84% of all containers and freight trailers in the Ro-Ro and Lo-Lo cargo modes. “In recent years we have seen huge additions to shipping capacity on services linking Ireland directly to Continental Europe to the extent that two and a half times more freight already moves on direct routes to Continental Europe than goes via the UK landbridge,” he said.

“While Brexit brings uncertainties and challenges to our business, the combination of investments by our customers and by Dublin Port is underpinned by a shared confidence in the future. Whether we are faced with a hard Brexit or not on March 29 next will become clearer in the coming days and weeks. If we are, Dublin Port will have significant additional border inspection post capacity available for State agencies in time. Coping with the challenges of a hard Brexit is a challenge not only for us but also for State agencies and for our customers. We will be as prepared as it is possible to be.”

DUBLIN PORT’S CARGO VOLUMES GROW BY 4.3% FOR THE SECOND YEAR IN A ROW

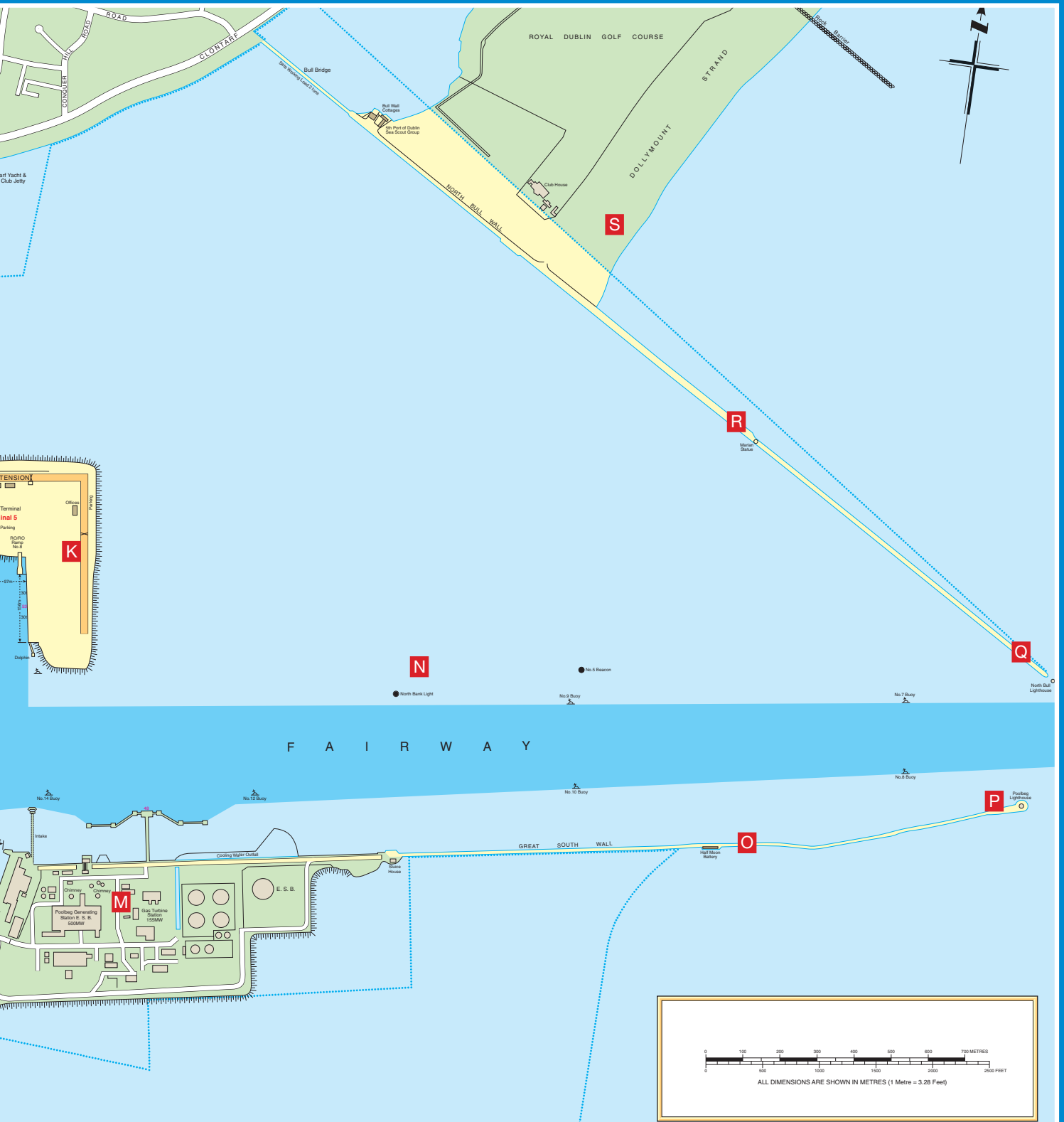


Map of Dublin Port

Dublin Port is a 260 hectare area spanning both North and South banks of the River Liffey.



- | | | |
|--|---|--------------------------------|
| A Dublin Port Company HQ | H DFT | O Great South Wall |
| B Graving Dock | I Terminal 2: RoRo - Stena Line | P Poolbeg Lighthouse |
| C Terminal 3: RoRo - P&O | J Terminal 1: RoRo - Irish Ferries | Q North Bull Lighthouse |
| D Dry Bulk Area | K Terminal 5: RoRo - Seatruck | R North Bull Wall |
| E North Wall Lighthouse | L LoLo Marine Terminals | S Bull Island |
| F Ocean Pier West: Cruise Ships | M ESB Chimneys | |
| G Alexandra Quay West: LoLo | N North Bank Lighthouse | |



Port Facilities & Services

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

Limits of Dublin Port

Under the 1996 Harbours Act, the limits of Dublin Port consist of the waters of the River Liffey commencing from 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

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

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

Approach and berthage

The approach to the harbour of Dublin is well lit and of easy access. There is a buoyed channel marking the entrance to the port which is currently at least 7.8 metres Chart Datum inside the breakwaters, whilst the fairway outside the breakwaters is being dredged down to 10.0metres Chart Datum. 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 required to follow a Traffic Separation Scheme to stay within the lanes.

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

Tides

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

All depths refer to 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 in 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 direct boarding fast cutters each capable of speeds up to 20 knots. Dublin Port V.T.S. 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 with twin Voith propellers and are 50 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.

Stevedoring

Eight 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)
P&O Ferries	Dublin Stevedores
Stena Line	Doyle Shipping Group (DSG)

**NEW NAME,
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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 1 907 5555 www.stenaline.ie
T3	P&O Ferries	Berth No. 21 Length 238m Depth at L.A.T. 7m standard	Ramp No. 6 Single Tier Ramp Length of Shore Ramp 41m Width of Shore Ramp 20m at ship end Maximum Vehicle Load 180 tonnes	+353 1 876 2345 www.poferries.com

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Ro Ro Terminals

Terminal	Operator	Berth Details	Facility Details	Contact Details
T4	P&O Ferries	Berth No. 25 Length 290m Depth at L.A.T. 7.7m Standard Depth	Ramp No. 4 Double Tier Ramp Upper Deck Length of Shore Ramp 41.5m Width of Shore Ramp 10.5m Maximum Vehicle Load 40 tonnes Lower Deck Length of Shore Ramp 46m Width of Shore Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 876 2345 www.poferries.com
T5	Seatruck Ferries	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 Maximum Vehicle Load 180 tonnes	+353 1 823 0492 www.seatruckferries.com
T5	Seatruck Ferries	Berth No. 53 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.seatruckferries.com
Ocean Pier	CLdN ro ro SA	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

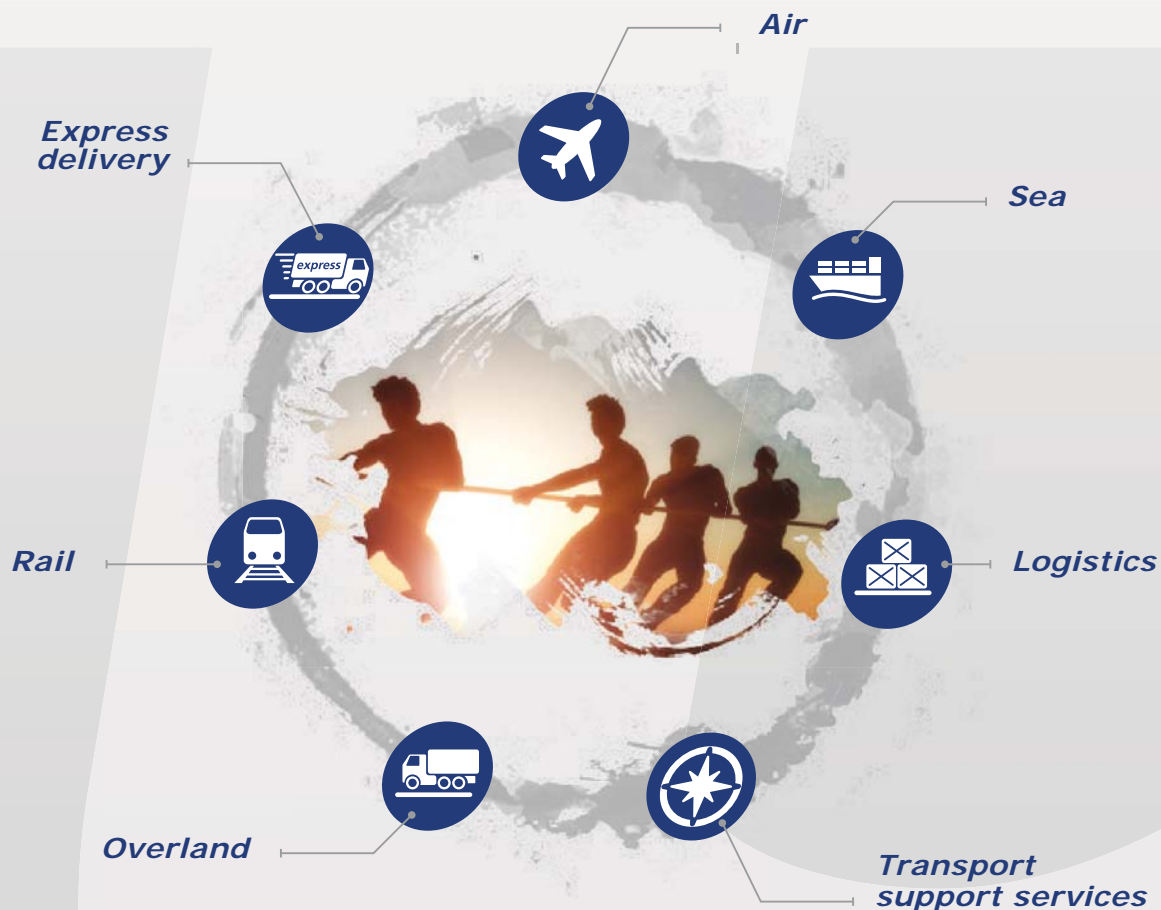
Actual depths for all berths will be less than standard depths and these latest sounded depths are available from the Harbour Masters office



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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 10 x 40 tonnes RTG cranes 1x 45 tonnes Reachstacker 4 x 18 tonne Empty Container Handlers 250 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 300	+353 1 618 5417 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 2 x 400 mobile (104 tonnes SWL) 3 x 250 mobile (65 tonnes SWL) 9 x RTG's Second-handling equipment 3 Kalmar reachstackers 25 Terminal Tractors 15 Novatech Flexmasters Reefer points 300 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) 3 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) 3 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	Berths 18 & 33. Smaller vessels can berth West of Tom Clarke Bridge close to the city.		+353 1 887 6000 www.dublinport.ie

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Ro Ro Schedule

Irish Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Ulysses (Passenger & Freight) Tel: +353 1 607 5700	Holyhead	2	05.55 17.25	08.05 20.55	Terminal 1
Swift (Passenger & Freight) Tel: +353 1 607 5700	Holyhead	2	12.55 19.00	07.30 13.50	Terminal 1
W.B. Yeats (Passenger & Freight) Tel: +353 1 607 5700	Holyhead	2	11.45 23.30	02.00 14.30	Terminal 1
	Cherbourg	1 (mid March-Sept)	Visit www.irishferries.com	Visit www.irishferries.com	Terminal 1
Epsilon (Passenger & Freight) Tel: +353 1 607 5700	Holyhead	2	11.45 23.30	02.00 14.30	Terminal 1
	Cherbourg	1 (Oct - mid March)	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 Superfast X (Passengers & Freight) Tel: +353 1 907 5555	Holyhead	2	12.10 23.45	02.15 14.50	Terminal 2
Stena Adventurer (Passengers & Freight) Tel: +353 1 907 5555		2	05.45 17.15	08.10 20.40	Terminal 2

P&O Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Freight) Tel: + 353 1 876 2345 (Passengers) Tel: +353 1 407 3434	Liverpool	3	05.15 11.00 17.30	09.15 15.00 21.30	Terminal 3

* Next Day Sailing

Terminals 1 & 2	Ferryport, Alexandra Road, Dublin 1
Terminal 3	North Wall Extension, East Wall Road, Dublin 1
Terminal 4	Alexandra Road, Dublin 1
Terminal 5	Alexandra Road Extension, Dublin 1
Ocean Pier	Branch Road North, Alexandra Road, 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* <i>(* Calls to this number are charged at 11 pence per minute, plus your telephone company's access charge.)</i>	Douglas		Seasonal	Seasonal	Terminal 1

Seatruck Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Freight) Tel: +353 1 823 0492	Liverpool	Up to 4 Daily	03.00 (Tue - Sat) 05.30 (Daily) 12.30 (Tue - Fri) 17.00 (Tue - Sat)	06.00 (Tue - Fri) 09.30 (Tue - Sat) 15.30 (Tue - Thu) 18.00 (Fri-Sat) 21.00 (Daily)	Terminal 5
	Heysham		10.30 (Tue - Sun)	13.30 (Mon - Sat)	Terminal 5

CLdN ro ro SA

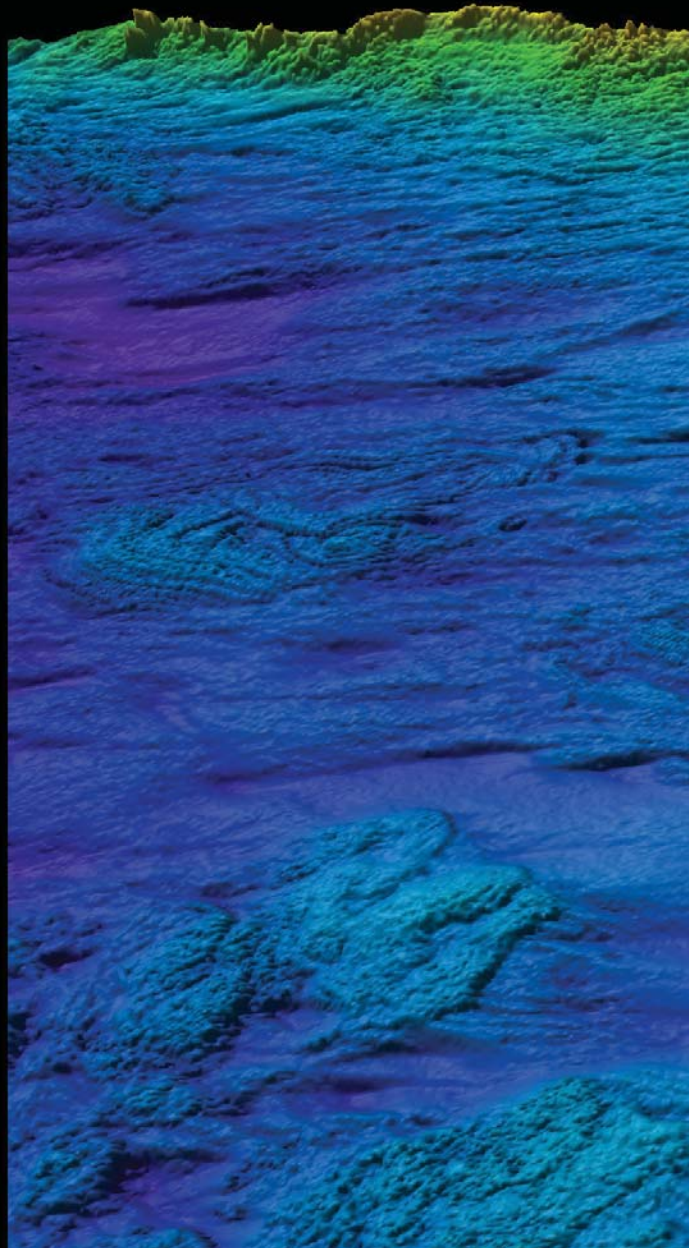
Ferry	Port	Sailings Per Week	Arrival Times Dublin	Departure Times Dublin	Terminal
ConRo Ferry	Zeebrugge	2/3 sailings per week	TBC	TBC	Ocean Pier
	Rotterdam	4 sailings per week	TBC	TBC	Ocean Pier

- Terminals 1 & 2 Ferryport, Alexandra Road, Dublin 1
- Terminal 3 North Wall Extension, East Wall Road, Dublin 1
- Terminal 4 Alexandra Road, Dublin 1
- Terminal 5 Alexandra Road Extension, Dublin 1
- Ocean Pier Branch Road North, Alexandra Road, 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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Lo Lo Schedule

European

Country	Port	Frequency	Agent	Line	Contact Details
Belgium	Antwerp	2 sailings weekly		BG Freight Line	+353 1 803 8700
		3 sailings weekly		Eucon	+353 1 607 5555
		1 sailing weekly		MSC	+353 1 294 8704
Cyprus	Limassol	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
Greece	Piraeus	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
Italy	Genoa (Exports Only)	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Salerno	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
Netherlands	Rotterdam	4 sailings weekly	Doyle Shipping Group	Eucon	+353 1 607 5555
		2 sailings weekly		X-Press CL	+353 1 819 2600
		4 sailings weekly	DFDS	Samskip	+353 1 631 0900
		4 sailings weekly		DFDS	+353 1 812 9400
		4 sailings weekly		BG Freight Line	+353 1 803 8700
		2 sailings weekly		Seabridge Liner Agencies	Cosco Shipping Lines
Portugal	Leixoes	1 sailing weekly	MacAndrews (Ireland) Ltd	MacAndrews GMBH	+353 1 855 2644
		1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Setubal	1 sailing weekly	MacAndrews (Ireland) Ltd	MacAndrews GMBH	+353 1 855 2644
Spain	Barcelona (Exports Only)	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Bilbao	1 sailing weekly	MacAndrews (Ireland) Ltd	MacAndrews GMBH	+353 1 855 2644
		1 sailing weekly	DFDS	DFDS	+353 1 812 9400
	Castellon	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
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
	Istanbul	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500

Irish Sea

Country	Port	Frequency	Agent	Line	Contact Details
UK	Liverpool	2 sailings weekly		BG Freight Line	+353 1 803 8700
		1 sailing weekly		DFDS	+353 1 812 9400
		2 sailings weekly		MacAndrews (Ireland) Ltd	MacAndrews GMBH
UK	Southampton	1 sailing weekly	Doyle Shipping Group	X-Press CL	+353 1 819 2600
	Greenock	1 sailing weekly	Doyle Shipping Group	X-Press CL	+353 1 819 2600
UK	Felixstowe	1 sailing weekly		BG Freight Line	+353 1 803 8700

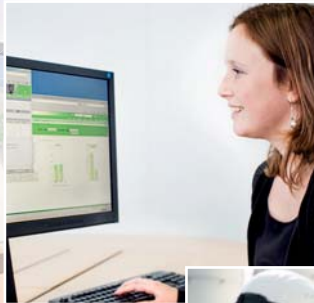
Non-European

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
Morocco	Casablanca	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500

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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	2	05.55 17.25	08.05 20.55	Terminal 1
Swift (Passengers) Tel: +353 818 300 400	Holyhead	2 (March 14th - September 30th)	12.55 19.00	07.30 13.50	Terminal 1
Epsilon (Passenger & Freight) Tel: +353 818 300 400	Holyhead	2 (March 14th - September 30th)	11.45 23.30	02.00 14.30	Terminal 1
Epsilon (Passenger & Freight) Tel: +353 818 300 400	Cherbourg	1 (Up to March 1st and from October 1st)	12.30 (Tues, Thurs, Sat)	18.30 (Tues, Thurs) 16.00 (Sat)	Terminal 1
W.B. Yeats (Passenger & Freight) Tel: +353 818 300 400	Cherbourg	Every 2nd Day (March 14th - September 29th)	10.15	16.00	Terminal 1
W.B. Yeats (Passenger & Freight) Tel: +353 818 300 400	Holyhead	2 (Oct 1st - Dec 31st)	11.45 23.30	02.00 14.30	Terminal 1

Stena Line

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Stena Superfast X (Passenger & Freight) Tel: +353 1 907 5555	Holyhead	2	12.10 23.45	02.15 14.50	Terminal 2
Stena Adventurer (Passenger & Freight) Tel: +353 1 907 5555		2	05.45 17.15	08.10 20.40	Terminal 2

P&O Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Passenger & Freight) Tel: +353 1 407 3434	Liverpool	3	05.15 11.00 17.30	09.15 15.00 21.30	Terminal 3

P&O Ferries do not carry passengers on the 21.30 hrs sailing ex Dublin on Sunday evenings.

Isle of Man Steam Packet Company

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

Terminals 1 & 2 Ferryport, Alexandra Road, Dublin 1
Terminal 3 North Wall Extension, East Wall Road, Dublin 1
Terminal 4 Alexandra Road, Dublin 1
Terminal 5 Ocean Pier
Alexandra Road Extension, Dublin 1
Branch Road North, Alexandra Road, 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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Tide Tables

Dublin (North Wall)

JANUARY 2019

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/01	Tue	08:03	3.69	20:25	3.79	01:14	1.09	13:40	1.41	08:40	16:16	
02/01	Wed	09:03	3.76	21:27	3.80	02:18	1.09	14:43	1.31	08:39	16:17	
03/01	Thu	09:55	3.85	22:20	3.82	03:13	1.06	15:37	1.18	08:39	16:18	
04/01	Fri	10:40	3.92	23:06	3.82	04:00	1.01	16:24	1.07	08:39	16:19	
05/01	Sat	11:18	3.97	23:42	3.80	04:41	0.98	17:04	0.98	08:39	16:21	
06/01	Sun	11:50	4.00			05:18	0.96	17:42	0.92	08:38	16:22	●
07/01	Mon	00:14	3.77	12:21	4.02	05:51	0.96	18:17	0.90	08:38	16:23	
08/01	Tue	00:45	3.74	12:54	4.01	06:24	0.98	18:52	0.90	08:37	16:25	
09/01	Wed	01:19	3.71	13:29	3.98	06:57	1.03	19:27	0.93	08:37	16:26	
10/01	Thu	01:55	3.66	14:07	3.92	07:31	1.09	20:01	0.98	08:36	16:28	
11/01	Fri	02:35	3.60	14:48	3.84	08:09	1.18	20:39	1.04	08:35	16:29	
12/01	Sat	03:18	3.52	15:31	3.73	08:51	1.29	21:21	1.12	08:35	16:31	
13/01	Sun	04:06	3.43	16:19	3.61	09:39	1.41	22:09	1.22	08:34	16:32	
14/01	Mon	04:59	3.35	17:12	3.51	10:36	1.51	23:06	1.30	08:33	16:34	●
15/01	Tue	06:01	3.32	18:12	3.46	11:40	1.55			08:32	16:36	

ALL TIMES ARE GIVEN IN LOCAL TIME

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
16/01	Wed	07:08	3.37	19:18	3.48	00:12	1.33	12:47	1.51	08:31	16:37	
17/01	Thu	08:09	3.51	20:23	3.60	01:17	1.27	13:48	1.35	08:30	16:39	
18/01	Fri	09:03	3.70	21:21	3.76	02:16	1.13	14:44	1.11	08:29	16:41	
19/01	Sat	09:53	3.92	22:14	3.94	03:09	0.95	15:35	0.84	08:28	16:42	
20/01	Sun	10:39	4.12	23:03	4.09	03:57	0.76	16:23	0.57	08:27	16:44	
21/01	Mon	11:24	4.28	23:50	4.17	04:42	0.60	17:10	0.36	08:26	16:46	○
22/01	Tue			12:09	4.37	05:26	0.52	17:57	0.24	08:25	16:48	
23/01	Wed	00:37	4.18	12:55	4.40	06:10	0.51	18:45	0.21	08:23	16:49	
24/01	Thu	01:26	4.13	13:44	4.37	06:57	0.58	19:36	0.29	08:22	16:51	
25/01	Fri	02:17	4.03	14:36	4.27	07:48	0.72	20:29	0.43	08:21	16:53	
26/01	Sat	03:11	3.89	15:32	4.13	08:42	0.89	21:24	0.64	08:19	16:55	
27/01	Sun	04:09	3.74	16:31	3.95	09:40	1.08	22:23	0.87	08:18	16:57	●
28/01	Mon	05:12	3.60	17:38	3.77	10:43	1.27	23:26	1.10	08:16	16:59	
29/01	Tue	06:19	3.51	18:48	3.63	11:52	1.41			08:15	17:01	
30/01	Wed	07:26	3.50	19:58	3.56	00:36	1.28	13:09	1.46	08:13	17:03	
31/01	Thu	08:30	3.56	21:06	3.56	01:51	1.34	14:24	1.39	08:12	17:05	

ALL TIMES ARE GIVEN IN LOCAL TIME

FEBRUARY 2019

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/02	Fri	09:30	3.67	22:05	3.60	02:55	1.29	15:24	1.25	08:10	17:07	
02/02	Sat	10:19	3.78	22:51	3.65	03:45	1.20	16:12	1.10	08:09	17:08	
03/02	Sun	10:59	3.87	23:28	3.67	04:26	1.09	16:51	0.98	08:07	17:10	
04/02	Mon	11:32	3.93	23:57	3.68	05:01	1.00	17:25	0.89	08:05	17:13	●
05/02	Tue			12:02	3.96	05:33	0.93	17:57	0.84	08:03	17:14	
06/02	Wed	00:24	3.69	12:32	3.97	06:03	0.89	18:27	0.81	08:01	17:16	
07/02	Thu	00:53	3.69	13:03	3.96	06:32	0.87	18:55	0.80	07:59	17:18	
08/02	Fri	01:24	3.70	13:38	3.93	07:00	0.88	19:24	0.80	07:58	17:20	
09/02	Sat	02:00	3.68	14:16	3.88	07:33	0.92	19:58	0.83	07:56	17:22	
10/02	Sun	02:39	3.64	14:57	3.81	08:12	0.98	20:38	0.89	07:54	17:24	
11/02	Mon	03:22	3.56	15:42	3.69	08:55	1.09	21:22	1.00	07:52	17:26	
12/02	Tue	04:10	3.45	16:32	3.56	09:45	1.21	22:13	1.15	07:50	17:28	●
13/02	Wed	05:06	3.35	17:29	3.44	10:43	1.34	23:15	1.29	07:48	17:30	
14/02	Thu	06:12	3.30	18:39	3.39	11:57	1.40			07:46	17:32	
15/02	Fri	07:28	3.36	19:56	3.46	00:33	1.35	13:15	1.31	07:44	17:34	

ALL TIMES ARE GIVEN IN LOCAL TIME

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
16/02	Sat	08:36	3.55	21:03	3.64	01:49	1.25	14:23	1.07	07:42	17:36	
17/02	Sun	09:33	3.80	22:00	3.84	02:52	1.04	15:21	0.76	07:40	17:38	
18/02	Mon	10:23	4.05	22:51	4.02	03:45	0.79	16:12	0.44	07:38	17:40	
19/02	Tue	11:09	4.24	23:36	4.13	04:30	0.56	16:58	0.19	07:36	17:42	○
20/02	Wed	11:54	4.37			05:13	0.41	17:42	0.05	07:33	17:44	
21/02	Thu	00:21	4.16	12:38	4.40	05:55	0.34	18:27	0.04	07:31	17:46	
22/02	Fri	01:05	4.12	13:24	4.36	06:39	0.37	19:14	0.14	07:29	17:48	
23/02	Sat	01:51	4.02	14:12	4.24	07:25	0.49	20:02	0.34	07:27	17:50	
24/02	Sun	02:38	3.87	15:03	4.06	08:15	0.67	20:53	0.59	07:25	17:52	
25/02	Mon	03:29	3.71	15:59	3.84	09:09	0.88	21:46	0.89	07:22	17:54	
26/02	Tue	04:27	3.53	17:03	3.61	10:09	1.11	22:44	1.18	07:20	17:55	●
27/02	Wed	05:33	3.39	18:15	3.42	11:14	1.31	23:51	1.42	07:18	17:57	
28/02	Thu	06:45	3.33	19:30	3.33			12:33	1.43	07:16	17:59	

ALL TIMES ARE GIVEN IN LOCAL TIME

Tide Tables

Dublin (North Wall)

MARCH 2019

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/03	Fri	07:54	3.38	20:42	3.35	01:16	1.53	14:02	1.39	07:13	18:01	
02/03	Sat	09:00	3.50	21:46	3.44	02:33	1.46	15:06	1.23	07:11	18:03	
03/03	Sun	09:54	3.64	22:33	3.53	03:27	1.30	15:53	1.06	07:09	18:05	
04/03	Mon	10:36	3.76	23:06	3.60	04:07	1.13	16:30	0.91	07:06	18:07	
05/03	Tue	11:09	3.84	23:35	3.64	04:41	0.97	17:02	0.81	07:04	18:09	
06/03	Wed	11:39	3.89			05:11	0.85	17:31	0.73	07:02	18:11	●
07/03	Thu	00:00	3.68	12:07	3.91	05:39	0.77	17:57	0.69	06:59	18:13	
08/03	Fri	00:24	3.71	12:36	3.92	06:03	0.71	18:21	0.66	06:57	18:14	
09/03	Sat	00:53	3.75	13:09	3.92	06:30	0.69	18:49	0.64	06:55	18:16	
10/03	Sun	01:27	3.76	13:47	3.90	07:03	0.69	19:24	0.66	06:52	18:18	
11/03	Mon	02:06	3.74	14:28	3.84	07:41	0.74	20:04	0.74	06:50	18:20	
12/03	Tue	02:48	3.67	15:12	3.73	08:24	0.84	20:49	0.88	06:48	18:22	
13/03	Wed	03:35	3.55	16:02	3.58	09:13	0.98	21:39	1.07	06:45	18:24	
14/03	Thu	04:28	3.40	17:00	3.43	10:12	1.14	22:42	1.27	06:43	18:26	●
15/03	Fri	05:34	3.30	18:14	3.34	11:28	1.25			06:41	18:27	
16/03	Sat	06:56	3.31	19:38	3.39	00:03	1.39	12:53	1.20	06:38	18:29	
17/03	Sun	08:12	3.48	20:49	3.57	01:29	1.31	14:08	0.96	06:36	18:31	
18/03	Mon	09:15	3.74	21:48	3.79	02:39	1.08	15:09	0.64	06:33	18:33	
19/03	Tue	10:08	3.99	22:37	3.97	03:33	0.79	15:59	0.33	06:31	18:35	
20/03	Wed	10:54	4.19	23:21	4.08	04:18	0.53	16:44	0.10	06:28	18:37	
21/03	Thu	11:38	4.30			04:59	0.35	17:27	-0.01	06:26	18:38	○
22/03	Fri	00:02	4.11	12:20	4.33	05:39	0.27	18:08	0.01	06:24	18:40	
23/03	Sat	00:42	4.07	13:03	4.27	06:20	0.28	18:51	0.15	06:21	18:42	
24/03	Sun	01:23	3.99	13:48	4.14	07:03	0.38	19:35	0.37	06:19	18:44	
25/03	Mon	02:06	3.86	14:36	3.95	07:51	0.54	20:22	0.64	06:16	18:46	
26/03	Tue	02:52	3.71	15:29	3.72	08:42	0.75	21:12	0.94	06:14	18:48	
27/03	Wed	03:45	3.54	16:30	3.48	09:39	0.99	22:07	1.24	06:12	18:49	
28/03	Thu	04:48	3.37	17:42	3.27	10:42	1.21	23:10	1.49	06:09	18:51	●
29/03	Fri	06:03	3.27	18:57	3.18	11:55	1.35			06:07	18:53	
30/03	Sat	07:16	3.28	20:12	3.22	00:27	1.62	13:26	1.35	06:04	18:55	
31/03	Sun	09:23	3.38	22:16	3.34	02:59	1.55	15:36	1.21	07:02	19:57	

ALL TIMES ARE GIVEN IN LOCAL TIME

ALL TIMES ARE GIVEN IN LOCAL TIME

APRIL 2019

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/04	Mon	10:20	3.53	23:02	3.47	03:57	1.37	16:24	1.03	07:00	19:58	
02/04	Tue	11:04	3.67	23:37	3.58	04:39	1.16	17:00	0.87	06:57	20:00	
03/04	Wed	11:41	3.76			05:13	0.97	17:31	0.75	06:55	20:02	
04/04	Thu	00:06	3.65	12:12	3.82	05:42	0.82	17:58	0.67	06:52	20:04	
05/04	Fri	00:32	3.71	12:39	3.86	06:09	0.71	18:23	0.61	06:50	20:06	●
06/04	Sat	00:55	3.76	13:08	3.90	06:34	0.63	18:48	0.57	06:48	20:07	
07/04	Sun	01:22	3.82	13:42	3.91	07:02	0.58	19:19	0.56	06:45	20:09	
08/04	Mon	01:57	3.85	14:21	3.90	07:36	0.57	19:56	0.60	06:43	20:11	
09/04	Tue	02:37	3.83	15:04	3.85	08:16	0.62	20:37	0.70	06:40	20:13	
10/04	Wed	03:21	3.76	15:51	3.75	09:02	0.72	21:24	0.87	06:38	20:15	
11/04	Thu	04:09	3.65	16:43	3.60	09:55	0.86	22:19	1.08	06:36	20:17	
12/04	Fri	05:04	3.51	17:45	3.45	11:00	1.01	23:25	1.29	06:33	20:18	●
13/04	Sat	06:11	3.40	19:01	3.36			12:16	1.10	06:31	20:20	
14/04	Sun	07:33	3.40	20:24	3.42	00:46	1.39	13:39	1.04	06:29	20:22	
15/04	Mon	08:51	3.54	21:34	3.58	02:10	1.32	14:51	0.83	06:26	20:24	
16/04	Tue	09:56	3.76	22:33	3.77	03:20	1.10	15:52	0.56	06:24	20:26	
17/04	Wed	10:51	3.98	23:22	3.92	04:15	0.83	16:42	0.32	06:22	20:27	
18/04	Thu	11:39	4.13			05:00	0.60	17:27	0.16	06:20	20:29	
19/04	Fri	00:05	4.01	12:23	4.21	05:42	0.43	18:09	0.11	06:17	20:31	○
20/04	Sat	00:43	4.03	13:04	4.20	06:22	0.35	18:49	0.17	06:15	20:33	
21/04	Sun	01:20	4.01	13:45	4.13	07:03	0.35	19:29	0.31	06:13	20:35	
22/04	Mon	01:58	3.96	14:28	4.01	07:45	0.43	20:10	0.51	06:11	20:36	
23/04	Tue	02:39	3.87	15:14	3.84	08:31	0.56	20:54	0.75	06:09	20:38	
24/04	Wed	03:24	3.76	16:04	3.64	09:21	0.73	21:43	1.01	06:06	20:40	
25/04	Thu	04:12	3.62	17:01	3.42	10:16	0.93	22:36	1.26	06:04	20:42	
26/04	Fri	05:09	3.46	18:09	3.24	11:15	1.12	23:36	1.48	06:02	20:44	●
27/04	Sat	06:21	3.32	19:21	3.15			12:21	1.26	06:00	20:45	
28/04	Sun	07:35	3.28	20:30	3.17	00:43	1.61	13:35	1.30	05:58	20:47	
29/04	Mon	08:42	3.35	21:32	3.29	02:00	1.60	14:49	1.22	05:56	20:49	
30/04	Tue	09:39	3.46	22:21	3.43	03:11	1.44	15:42	1.07	05:54	20:51	

ALL TIMES ARE GIVEN IN LOCAL TIME

ALL TIMES ARE GIVEN IN LOCAL TIME

Tide Tables

Dublin (North Wall)

MAY 2019

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/05	Wed	10:27	3.59	23:00	3.56	03:59	1.24	16:21	0.92	05:51	20:53	
02/05	Thu	11:06	3.70	23:33	3.67	04:36	1.05	16:54	0.79	05:49	20:54	
03/05	Fri	11:39	3.78			05:07	0.89	17:22	0.69	05:47	20:56	
04/05	Sat	00:00	3.75	12:09	3.84	05:36	0.76	17:49	0.61	05:45	20:58	●
05/05	Sun	00:25	3.83	12:41	3.90	06:04	0.65	18:18	0.56	05:44	21:00	
06/05	Mon	00:55	3.90	13:18	3.93	06:36	0.58	18:54	0.56	05:42	21:01	
07/05	Tue	01:33	3.94	14:00	3.92	07:14	0.56	19:33	0.62	05:40	21:03	
08/05	Wed	02:15	3.93	14:46	3.87	07:58	0.59	20:18	0.74	05:38	21:05	
09/05	Thu	03:01	3.88	15:36	3.78	08:49	0.68	21:09	0.91	05:36	21:07	
10/05	Fri	03:53	3.80	16:33	3.66	09:48	0.79	22:08	1.10	05:34	21:08	
11/05	Sat	04:51	3.69	17:36	3.54	10:54	0.89	23:15	1.26	05:32	21:10	
12/05	Sun	05:58	3.61	18:51	3.48			12:08	0.93	05:31	21:12	●
13/05	Mon	07:15	3.60	20:06	3.52	00:30	1.34	13:21	0.89	05:29	21:14	
14/05	Tue	08:29	3.69	21:15	3.63	01:46	1.29	14:30	0.76	05:27	21:15	
15/05	Wed	09:35	3.83	22:14	3.76	02:54	1.14	15:30	0.60	05:26	21:17	

ALL TIMES ARE GIVEN IN LOCAL TIME

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
16/05	Thu	10:33	3.96	23:05	3.87	03:51	0.95	16:22	0.46	05:24	21:18	
17/05	Fri	11:24	4.05	23:48	3.93	04:41	0.77	17:09	0.39	05:22	21:20	
18/05	Sat			12:09	4.08	05:25	0.64	17:51	0.38	05:21	21:22	○
19/05	Sun	00:27	3.96	12:51	4.06	06:08	0.57	18:31	0.45	05:19	21:23	
20/05	Mon	01:02	3.96	13:31	3.99	06:49	0.56	19:10	0.56	05:18	21:25	
21/05	Tue	01:38	3.94	14:12	3.88	07:31	0.60	19:49	0.71	05:16	21:26	
22/05	Wed	02:18	3.90	14:54	3.75	08:15	0.68	20:31	0.88	05:15	21:28	
23/05	Thu	03:00	3.83	15:41	3.60	09:03	0.79	21:17	1.06	05:14	21:29	
24/05	Fri	03:45	3.72	16:32	3.44	09:54	0.93	22:07	1.25	05:12	21:31	
25/05	Sat	04:37	3.59	17:30	3.29	10:49	1.07	23:03	1.42	05:11	21:32	
26/05	Sun	05:37	3.46	18:36	3.19	11:47	1.19			05:10	21:34	●
27/05	Mon	06:46	3.37	19:43	3.19	00:03	1.54	12:48	1.26	05:09	21:35	
28/05	Tue	07:54	3.36	20:43	3.26	01:07	1.57	13:50	1.25	05:07	21:36	
29/05	Wed	08:52	3.42	21:35	3.39	02:10	1.51	14:46	1.16	05:06	21:38	
30/05	Thu	09:42	3.52	22:18	3.53	03:06	1.36	15:33	1.04	05:05	21:39	
31/05	Fri	10:25	3.63	22:54	3.66	03:50	1.19	16:11	0.91	05:04	21:40	

ALL TIMES ARE GIVEN IN LOCAL TIME

JUNE 2019

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/06	Sat	11:03	3.74	23:27	3.78	04:27	1.02	16:45	0.79	05:03	21:41	
02/06	Sun	11:40	3.84	23:57	3.89	05:02	0.86	17:18	0.69	05:02	21:43	
03/06	Mon			12:18	3.92	05:37	0.72	17:54	0.62	05:02	21:44	●
04/06	Tue	00:33	3.99	13:00	3.97	06:15	0.61	18:33	0.61	05:01	21:45	
05/06	Wed	01:13	4.04	13:45	3.97	06:58	0.56	19:16	0.66	05:00	21:46	
06/06	Thu	01:58	4.06	14:33	3.94	07:46	0.56	20:03	0.76	04:59	21:47	
07/06	Fri	02:47	4.04	15:27	3.86	08:41	0.61	20:57	0.90	04:59	21:48	
08/06	Sat	03:41	3.99	16:24	3.77	09:41	0.67	21:56	1.05	04:58	21:49	
09/06	Sun	04:40	3.91	17:26	3.67	10:45	0.74	23:00	1.17	04:58	21:50	
10/06	Mon	05:45	3.85	18:33	3.61	11:52	0.79			04:57	21:51	●
11/06	Tue	06:55	3.81	19:43	3.60	00:08	1.26	13:00	0.81	04:57	21:51	
12/06	Wed	08:06	3.81	20:50	3.65	01:18	1.27	14:04	0.80	04:56	21:52	
13/06	Thu	09:12	3.85	21:50	3.72	02:24	1.22	15:06	0.77	04:56	21:53	
14/06	Fri	10:14	3.90	22:44	3.80	03:26	1.12	16:00	0.72	04:56	21:53	
15/06	Sat	11:09	3.94	23:31	3.86	04:21	1.00	16:50	0.70	04:56	21:54	

ALL TIMES ARE GIVEN IN LOCAL TIME

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
16/06	Sun	11:57	3.94			05:11	0.89	17:35	0.70	04:56	21:54	
17/06	Mon	00:12	3.90	12:40	3.90	05:56	0.81	18:15	0.74	04:55	21:55	○
18/06	Tue	00:46	3.93	13:18	3.85	06:38	0.77	18:53	0.79	04:55	21:55	
19/06	Wed	01:21	3.94	13:55	3.77	07:18	0.77	19:30	0.87	04:55	21:56	
20/06	Thu	01:57	3.93	14:33	3.69	08:00	0.80	20:09	0.96	04:56	21:56	
21/06	Fri	02:36	3.89	15:15	3.60	08:43	0.86	20:50	1.06	04:56	21:56	
22/06	Sat	03:18	3.83	16:00	3.49	09:29	0.94	21:35	1.18	04:56	21:57	
23/06	Sun	04:03	3.73	16:48	3.38	10:17	1.04	22:24	1.31	04:56	21:57	
24/06	Mon	04:52	3.61	17:42	3.29	11:07	1.14	23:18	1.43	04:56	21:57	
25/06	Tue	05:47	3.49	18:42	3.24			12:00	1.22	04:57	21:57	●
26/06	Wed	06:49	3.41	19:45	3.25	00:16	1.51	12:55	1.26	04:57	21:57	
27/06	Thu	07:53	3.40	20:42	3.33	01:15	1.52	13:50	1.25	04:58	21:57	
28/06	Fri	08:51	3.46	21:32	3.46	02:11	1.46	14:42	1.18	04:58	21:56	
29/06	Sat	09:43	3.56	22:15	3.62	03:03	1.33	15:29	1.07	04:59	21:56	
30/06	Sun	10:30	3.69	22:55	3.78	03:49	1.15	16:12	0.93	04:59	21:56	

ALL TIMES ARE GIVEN IN LOCAL TIME

Rising to the challenge

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Peter Curran

Partner

+353 1 6644 990

petercurran

@eversheds-sutherland.ie

Pamela O'Neill

Partner

+353 1 6644 241

pamelaoneill

@eversheds-sutherland.ie

eversheds-sutherland.ie



Tide Tables

Dublin (North Wall)

JULY 2019

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon		Time	Time		
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/07	Mon	11:15	3.82	23:35	3.94	04:33	0.94	16:54	0.80	05:00	21:56	
02/07	Tue			12:00	3.94	05:15	0.75	17:35	0.69	05:01	21:55	●
03/07	Wed	00:15	4.07	12:45	4.01	06:00	0.58	18:18	0.63	05:02	21:55	
04/07	Thu	00:57	4.17	13:31	4.04	06:45	0.48	19:02	0.63	05:02	21:54	
05/07	Fri	01:43	4.22	14:21	4.02	07:35	0.43	19:49	0.69	05:03	21:54	
06/07	Sat	02:33	4.22	15:12	3.97	08:28	0.45	20:41	0.79	05:04	21:53	
07/07	Sun	03:26	4.18	16:07	3.88	09:26	0.51	21:37	0.92	05:05	21:53	
08/07	Mon	04:23	4.10	17:06	3.77	10:27	0.60	22:37	1.06	05:06	21:52	
09/07	Tue	05:24	4.00	18:09	3.68	11:28	0.72	23:40	1.18	05:07	21:51	●
10/07	Wed	06:31	3.89	19:15	3.61			12:31	0.84	05:08	21:50	
11/07	Thu	07:42	3.81	20:21	3.60	00:46	1.28	13:36	0.95	05:09	21:50	
12/07	Fri	08:50	3.77	21:24	3.64	01:56	1.32	14:40	1.01	05:10	21:48	
13/07	Sat	09:55	3.77	22:23	3.72	03:04	1.28	15:41	1.03	05:12	21:48	
14/07	Sun	10:55	3.78	23:14	3.80	04:06	1.19	16:34	1.01	05:13	21:47	
15/07	Mon	11:46	3.79	23:56	3.87	05:00	1.07	17:20	0.97	05:14	21:46	

ALL TIMES ARE GIVEN IN LOCAL TIME

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon		Time	Time		
	Time	m	Time	m	Time	m	Time	m	Time	Time		
16/07	Tue			12:30	3.77	05:45	0.96	18:00	0.95	05:15	21:44	○
17/07	Wed	00:31	3.92	13:05	3.74	06:27	0.89	18:36	0.93	05:17	21:43	
18/07	Thu	01:03	3.95	13:36	3.70	07:04	0.85	19:11	0.93	05:18	21:42	
19/07	Fri	01:36	3.96	14:09	3.66	07:41	0.85	19:45	0.95	05:19	21:41	
20/07	Sat	02:11	3.94	14:45	3.62	08:18	0.87	20:20	1.00	05:21	21:40	
21/07	Sun	02:48	3.90	15:23	3.57	08:54	0.91	20:57	1.07	05:22	21:38	
22/07	Mon	03:29	3.83	16:03	3.51	09:33	0.98	21:38	1.16	05:24	21:37	
23/07	Tue	04:12	3.73	16:48	3.43	10:15	1.06	22:23	1.28	05:25	21:35	
24/07	Wed	04:59	3.62	17:36	3.35	11:01	1.16	23:14	1.39	05:27	21:34	
25/07	Thu	05:51	3.50	18:33	3.29	11:53	1.25			05:28	21:32	●
26/07	Fri	06:51	3.41	19:39	3.29	00:13	1.48	12:52	1.32	05:30	21:31	
27/07	Sat	07:59	3.39	20:43	3.38	01:18	1.50	13:54	1.32	05:31	21:29	
28/07	Sun	09:06	3.47	21:40	3.55	02:21	1.41	14:52	1.23	05:33	21:28	
29/07	Mon	10:04	3.62	22:30	3.76	03:18	1.22	15:46	1.08	05:34	21:26	
30/07	Tue	10:57	3.80	23:15	3.97	04:11	0.97	16:35	0.89	05:36	21:24	
31/07	Wed	11:45	3.96	23:59	4.16	05:00	0.70	17:19	0.71	05:38	21:23	

ALL TIMES ARE GIVEN IN LOCAL TIME

AUGUST 2019

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon		Time	Time		
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/08	Thu			12:30	4.07	05:46	0.46	18:03	0.59	05:39	21:21	●
02/08	Fri	00:42	4.29	13:16	4.12	06:32	0.30	18:47	0.52	05:41	21:19	
03/08	Sat	01:27	4.36	14:03	4.11	07:20	0.23	19:32	0.54	05:43	21:17	
04/08	Sun	02:13	4.37	14:51	4.05	08:09	0.26	20:20	0.63	05:44	21:16	
05/08	Mon	03:03	4.30	15:43	3.94	09:03	0.37	21:12	0.77	05:46	21:14	
06/08	Tue	03:57	4.18	16:37	3.81	09:59	0.53	22:09	0.95	05:48	21:12	
07/08	Wed	04:56	4.02	17:36	3.68	10:57	0.74	23:09	1.13	05:49	21:10	●
08/08	Thu	06:03	3.84	18:41	3.56	11:58	0.97			05:51	21:08	
09/08	Fri	07:16	3.68	19:50	3.52	00:15	1.30	13:03	1.16	05:53	21:06	
10/08	Sat	08:29	3.60	20:57	3.55	01:27	1.41	14:15	1.28	05:54	21:04	
11/08	Sun	09:39	3.59	22:00	3.64	02:47	1.40	15:23	1.30	05:56	21:02	
12/08	Mon	10:42	3.63	22:55	3.76	03:57	1.28	16:19	1.23	05:58	21:00	
13/08	Tue	11:35	3.68	23:39	3.86	04:51	1.12	17:05	1.13	05:59	20:58	
14/08	Wed			12:17	3.70	05:33	0.98	17:43	1.04	06:01	20:56	
15/08	Thu	00:13	3.93	12:48	3.70	06:11	0.88	18:17	0.96	06:03	20:54	○

ALL TIMES ARE GIVEN IN LOCAL TIME

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon		Time	Time		
	Time	m	Time	m	Time	m	Time	m	Time	Time		
16/08	Fri	00:42	3.97	13:15	3.69	06:44	0.83	18:48	0.91	06:05	20:52	
17/08	Sat	01:12	3.99	13:42	3.68	07:15	0.81	19:18	0.88	06:06	20:49	
18/08	Sun	01:43	3.98	14:13	3.68	07:45	0.81	19:48	0.89	06:08	20:47	
19/08	Mon	02:18	3.96	14:47	3.67	08:14	0.84	20:20	0.93	06:10	20:45	
20/08	Tue	02:55	3.90	15:24	3.64	08:45	0.88	20:56	1.01	06:12	20:43	
21/08	Wed	03:36	3.82	16:06	3.57	09:24	0.96	21:37	1.11	06:13	20:41	
22/08	Thu	04:21	3.70	16:51	3.48	10:06	1.07	22:24	1.25	06:15	20:38	
23/08	Fri	05:09	3.55	17:42	3.37	10:56	1.22	23:19	1.39	06:17	20:36	●
24/08	Sat	06:06	3.41	18:45	3.30	11:57	1.36			06:18	20:34	
25/08	Sun	07:18	3.33	20:00	3.33	00:29	1.48	13:11	1.44	06:20	20:32	
26/08	Mon	08:38	3.38	21:11	3.49	01:48	1.43	14:24	1.38	06:22	20:29	
27/08	Tue	09:45	3.56	22:08	3.74	02:57	1.22	15:27	1.20	06:24	20:27	
28/08	Wed	10:41	3.78	22:57	4.00	03:57	0.91	16:20	0.95	06:25	20:25	
29/08	Thu	11:30	3.98	23:42	4.23	04:47	0.58	17:06	0.70	06:27	20:23	
30/08	Fri			12:15	4.12	05:33	0.29	17:48	0.51	06:29	20:20	●
31/08	Sat	00:24	4.39	12:58	4.19	06:17	0.11	18:30	0.41	06:31	20:18	

ALL TIMES ARE GIVEN IN LOCAL TIME

Tide Tables

Dublin (North Wall)

SEPTEMBER 2019

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
Time	m	Time	m	Time	m	Time	m	Time	Time			
01/09	Sun	01:07	4.46	13:42	4.18	07:01	0.06	19:12	0.40	06:32	20:15	
02/09	Mon	01:51	4.44	14:26	4.10	07:47	0.13	19:57	0.49	06:34	20:13	
03/09	Tue	02:38	4.34	15:13	3.99	08:36	0.31	20:45	0.65	06:36	20:11	
04/09	Wed	03:29	4.17	16:03	3.84	09:27	0.56	21:39	0.86	06:38	20:08	
05/09	Thu	04:25	3.95	16:59	3.68	10:23	0.84	22:39	1.10	06:39	20:06	
06/09	Fri	05:32	3.71	18:03	3.53	11:22	1.13	23:45	1.31	06:41	20:04	☉
07/09	Sat	06:49	3.51	19:15	3.45			12:27	1.38	06:43	20:01	☉
08/09	Sun	08:07	3.42	20:27	3.48	01:00	1.45	13:45	1.52	06:45	19:59	
09/09	Mon	09:23	3.45	21:35	3.59	02:31	1.44	15:03	1.50	06:46	19:56	
10/09	Tue	10:29	3.54	22:33	3.74	03:44	1.29	16:01	1.37	06:48	19:54	
11/09	Wed	11:19	3.64	23:17	3.86	04:35	1.10	16:45	1.21	06:50	19:52	
12/09	Thu	11:57	3.70	23:51	3.94	05:15	0.94	17:22	1.06	06:51	19:49	
13/09	Fri			12:26	3.73	05:48	0.83	17:54	0.94	06:53	19:47	
14/09	Sat	00:21	3.99	12:51	3.74	06:18	0.77	18:24	0.86	06:55	19:44	☉
15/09	Sun	00:48	4.00	13:16	3.76	06:45	0.74	18:51	0.82	06:57	19:42	

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
Time	m	Time	m	Time	m	Time	m	Time	Time			
16/09	Mon	01:16	4.00	13:42	3.77	07:09	0.75	19:18	0.81	06:58	19:39	
17/09	Tue	01:48	3.99	14:14	3.78	07:35	0.76	19:47	0.84	07:00	19:37	
18/09	Wed	02:24	3.94	14:51	3.76	08:07	0.81	20:23	0.90	07:02	19:34	
19/09	Thu	03:05	3.86	15:31	3.70	08:45	0.90	21:03	1.00	07:04	19:32	
20/09	Fri	03:49	3.74	16:16	3.60	09:28	1.04	21:51	1.15	07:05	19:30	
21/09	Sat	04:38	3.58	17:07	3.47	10:18	1.23	22:46	1.31	07:07	19:27	
22/09	Sun	05:36	3.42	18:08	3.36	11:19	1.43	23:59	1.43	07:09	19:25	☉
23/09	Mon	06:50	3.31	19:25	3.35			12:39	1.55	07:10	19:22	
24/09	Tue	08:17	3.36	20:44	3.51	01:25	1.39	14:03	1.49	07:12	19:20	
25/09	Wed	09:29	3.56	21:47	3.77	02:41	1.16	15:11	1.27	07:14	19:17	
26/09	Thu	10:26	3.80	22:39	4.04	03:43	0.82	16:05	0.99	07:16	19:15	
27/09	Fri	11:15	4.02	23:24	4.27	04:33	0.47	16:51	0.71	07:17	19:13	
28/09	Sat	11:58	4.16			05:18	0.20	17:32	0.50	07:19	19:10	☉
29/09	Sun	00:06	4.42	12:39	4.22	06:00	0.05	18:12	0.38	07:21	19:08	
30/09	Mon	00:48	4.48	13:19	4.21	06:42	0.04	18:53	0.36	07:23	19:05	

ALL TIMES ARE GIVEN IN LOCAL TIME

ALL TIMES ARE GIVEN IN LOCAL TIME

OCTOBER 2019

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
Time	m	Time	m	Time	m	Time	m	Time	Time			
01/10	Tue	01:30	4.43	14:00	4.14	07:24	0.15	19:36	0.44	07:24	19:03	
02/10	Wed	02:15	4.31	14:45	4.03	08:09	0.37	20:22	0.61	07:26	19:01	
03/10	Thu	03:04	4.11	15:32	3.89	08:57	0.66	21:15	0.82	07:28	18:58	
04/10	Fri	03:59	3.87	16:24	3.73	09:50	0.98	22:13	1.07	07:30	18:56	
05/10	Sat	05:03	3.61	17:26	3.57	10:48	1.28	23:18	1.29	07:32	18:53	☉
06/10	Sun	06:21	3.40	18:39	3.46	11:51	1.54			07:33	18:51	
07/10	Mon	07:40	3.31	19:53	3.46	00:31	1.44	13:08	1.68	07:35	18:49	
08/10	Tue	08:59	3.36	21:02	3.56	02:04	1.44	14:33	1.64	07:37	18:46	
09/10	Wed	10:05	3.50	22:01	3.70	03:18	1.29	15:34	1.48	07:39	18:44	
10/10	Thu	10:53	3.63	22:47	3.83	04:09	1.10	16:20	1.28	07:41	18:41	
11/10	Fri	11:29	3.73	23:24	3.93	04:48	0.94	16:57	1.10	07:42	18:39	
12/10	Sat	11:58	3.80	23:55	3.98	05:20	0.82	17:28	0.96	07:44	18:37	
13/10	Sun			12:25	3.83	05:48	0.76	17:57	0.87	07:46	18:35	☉
14/10	Mon	00:23	3.99	12:49	3.86	06:13	0.73	18:24	0.82	07:48	18:32	
15/10	Tue	00:50	4.00	13:14	3.88	06:36	0.73	18:49	0.80	07:50	18:30	

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
Time	m	Time	m	Time	m	Time	m	Time	Time			
16/10	Wed	01:21	3.99	13:45	3.90	07:03	0.74	19:20	0.81	07:52	18:28	
17/10	Thu	01:58	3.96	14:22	3.88	07:36	0.80	19:57	0.86	07:53	18:25	
18/10	Fri	02:39	3.89	15:03	3.82	08:15	0.91	20:39	0.95	07:55	18:23	
19/10	Sat	03:25	3.77	15:50	3.73	09:00	1.08	21:29	1.09	07:57	18:21	
20/10	Sun	04:16	3.63	16:42	3.61	09:52	1.29	22:29	1.23	07:59	18:19	
21/10	Mon	05:17	3.47	17:43	3.50	10:57	1.49	23:43	1.33	08:01	18:16	☉
22/10	Tue	06:33	3.38	18:59	3.49			12:18	1.59	08:03	18:14	
23/10	Wed	07:57	3.44	20:16	3.61	01:07	1.27	13:41	1.53	08:05	18:12	
24/10	Thu	09:09	3.63	21:22	3.83	02:23	1.06	14:50	1.32	08:06	18:10	
25/10	Fri	10:08	3.85	22:18	4.07	03:24	0.76	15:45	1.05	08:08	18:08	
26/10	Sat	10:57	4.04	23:06	4.26	04:15	0.47	16:33	0.79	08:10	18:06	
27/10	Sun	10:40	4.16	22:50	4.37	04:00	0.27	16:15	0.59	07:12	17:04	
28/10	Mon	11:21	4.22	23:33	4.40	04:42	0.17	16:56	0.48	07:14	17:02	☉
29/10	Tue			12:00	4.22	05:23	0.20	17:37	0.46	07:16	17:00	
30/10	Wed	00:15	4.34	12:39	4.17	06:04	0.33	18:20	0.52	07:18	16:58	
31/10	Thu	00:59	4.21	13:21	4.09	06:46	0.55	19:06	0.65	07:20	16:56	

ALL TIMES ARE GIVEN IN LOCAL TIME

ALL TIMES ARE GIVEN IN LOCAL TIME

Tide Tables

Dublin (North Wall)

NOVEMBER 2019

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
Time	m	Time	m	Time	m	Time	m	Time	Time			
01/11	Fri	01:47	4.02	14:06	3.97	07:31	0.81	19:56	0.83	07:22	16:54	
02/11	Sat	02:39	3.80	14:57	3.83	08:21	1.09	20:51	1.03	07:23	16:52	
03/11	Sun	03:39	3.57	15:54	3.68	09:17	1.36	21:52	1.23	07:25	16:50	
04/11	Mon	04:50	3.38	17:01	3.55	10:18	1.59	22:59	1.38	07:27	16:48	☉
05/11	Tue	06:05	3.29	18:12	3.49	11:27	1.73			07:29	16:46	
06/11	Wed	07:18	3.32	19:21	3.53	00:17	1.43	12:45	1.72	07:31	16:44	
07/11	Thu	08:23	3.45	20:20	3.63	01:36	1.34	13:54	1.59	07:33	16:42	
08/11	Fri	09:12	3.60	21:09	3.75	02:31	1.19	14:45	1.40	07:35	16:41	
09/11	Sat	09:51	3.73	21:51	3.84	03:12	1.04	15:24	1.22	07:37	16:39	
10/11	Sun	10:25	3.83	22:26	3.90	03:46	0.93	15:58	1.07	07:39	16:37	
11/11	Mon	10:55	3.89	22:57	3.94	04:15	0.85	16:28	0.97	07:41	16:35	
12/11	Tue	11:21	3.94	23:26	3.97	04:41	0.81	16:57	0.89	07:42	16:34	☾
13/11	Wed	11:48	3.98	23:59	3.98	05:06	0.78	17:25	0.84	07:44	16:32	
14/11	Thu			12:20	4.00	05:36	0.79	17:59	0.82	07:46	16:31	
15/11	Fri	00:37	3.97	12:59	4.00	06:12	0.84	18:39	0.84	07:48	16:29	

ALL TIMES ARE GIVEN IN LOCAL TIME

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
Time	m	Time	m	Time	m	Time	m	Time	Time	Time	Time	
16/11	Sat	01:21	3.91	13:42	3.96	06:53	0.95	19:24	0.90	07:50	16:28	
17/11	Sun	02:09	3.82	14:31	3.89	07:40	1.11	20:18	0.99	07:52	16:26	
18/11	Mon	03:03	3.71	15:25	3.80	08:36	1.29	21:19	1.09	07:54	16:25	
19/11	Tue	04:06	3.59	16:27	3.73	09:42	1.45	22:30	1.14	07:55	16:23	☉
20/11	Wed	05:18	3.53	17:36	3.70	10:57	1.54	23:45	1.11	07:57	16:22	
21/11	Thu	06:33	3.57	18:48	3.76			12:14	1.50	07:59	16:21	
22/11	Fri	07:43	3.69	19:55	3.89	00:57	0.98	13:22	1.35	08:01	16:20	
23/11	Sat	08:44	3.85	20:55	4.04	02:00	0.79	14:21	1.15	08:02	16:18	
24/11	Sun	09:36	4.00	21:49	4.16	02:54	0.62	15:13	0.95	08:04	16:17	
25/11	Mon	10:23	4.11	22:38	4.22	03:42	0.49	16:00	0.79	08:06	16:16	
26/11	Tue	11:05	4.17	23:23	4.23	04:27	0.45	16:44	0.68	08:07	16:15	☾
27/11	Wed	11:45	4.18			05:08	0.49	17:26	0.63	08:09	16:14	
28/11	Thu	00:05	4.17	12:23	4.17	05:48	0.59	18:09	0.65	08:11	16:13	
29/11	Fri	00:48	4.07	13:03	4.12	06:28	0.74	18:54	0.72	08:12	16:12	
30/11	Sat	01:33	3.93	13:46	4.04	07:11	0.93	19:41	0.83	08:14	16:11	

ALL TIMES ARE GIVEN IN LOCAL TIME

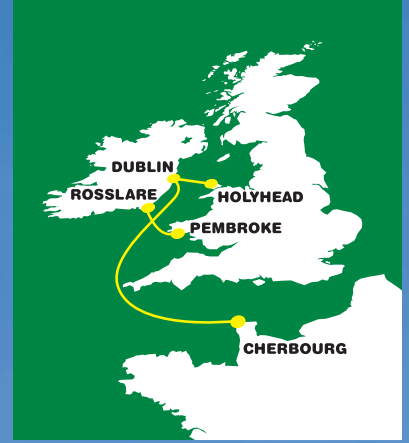
DECEMBER 2019

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
Time	m	Time	m	Time	m	Time	m	Time	Time	Time	Time	
01/12	Sun	02:21	3.76	14:33	3.93	07:57	1.13	20:31	0.98	08:15	16:11	
02/12	Mon	03:13	3.58	15:23	3.80	08:48	1.34	21:25	1.14	08:17	16:10	
03/12	Tue	04:13	3.42	16:21	3.66	09:44	1.53	22:23	1.28	08:18	16:09	
04/12	Wed	05:20	3.31	17:25	3.55	10:45	1.66	23:26	1.38	08:20	16:09	☉
05/12	Thu	06:27	3.30	18:31	3.50	11:51	1.72			08:21	16:08	
06/12	Fri	07:29	3.37	19:32	3.52	00:32	1.40	12:57	1.67	08:23	16:08	
07/12	Sat	08:22	3.50	20:25	3.59	01:35	1.34	13:57	1.55	08:24	16:07	
08/12	Sun	09:09	3.63	21:12	3.67	02:26	1.23	14:45	1.40	08:25	16:07	
09/12	Mon	09:48	3.76	21:53	3.76	03:06	1.12	15:24	1.24	08:26	16:06	
10/12	Tue	10:23	3.86	22:29	3.84	03:39	1.02	15:58	1.10	08:28	16:06	
11/12	Wed	10:54	3.95	23:04	3.91	04:10	0.94	16:30	0.97	08:29	16:06	
12/12	Thu	11:25	4.03	23:41	3.96	04:42	0.87	17:05	0.86	08:30	16:06	☾
13/12	Fri			12:00	4.09	05:17	0.83	17:43	0.77	08:31	16:06	
14/12	Sat	00:22	3.98	12:41	4.11	05:55	0.85	18:26	0.73	08:32	16:06	
15/12	Sun	01:08	3.96	13:27	4.11	06:39	0.91	19:14	0.74	08:33	16:06	

ALL TIMES ARE GIVEN IN LOCAL TIME

Date	Tide at North Wall Dublin								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
Time	m	Time	m	Time	m	Time	m	Time	Time	Time	Time	
16/12	Mon	01:57	3.91	14:16	4.08	07:27	1.02	20:07	0.78	08:34	16:06	
17/12	Tue	02:51	3.83	15:10	4.02	08:22	1.16	21:06	0.84	08:34	16:06	
18/12	Wed	03:51	3.74	16:09	3.95	09:24	1.28	22:10	0.91	08:35	16:06	
19/12	Thu	04:55	3.67	17:12	3.89	10:30	1.38	23:18	0.95	08:36	16:07	☉
20/12	Fri	06:05	3.65	18:20	3.86	11:41	1.41			08:36	16:07	
21/12	Sat	07:13	3.69	19:29	3.87	00:27	0.96	12:51	1.38	08:37	16:07	
22/12	Sun	08:17	3.78	20:35	3.92	01:33	0.93	13:56	1.28	08:38	16:08	
23/12	Mon	09:15	3.89	21:36	3.97	02:33	0.86	14:55	1.14	08:38	16:08	
24/12	Tue	10:07	3.99	22:30	4.01	03:27	0.80	15:48	0.99	08:38	16:09	
25/12	Wed	10:53	4.06	23:18	4.01	04:14	0.77	16:36	0.87	08:39	16:10	
26/12	Thu	11:33	4.11			04:57	0.77	17:19	0.79	08:39	16:10	☾
27/12	Fri	00:00	3.98	12:10	4.12	05:36	0.80	18:01	0.75	08:39	16:11	
28/12	Sat	00:38	3.91	12:47	4.11	06:14	0.87	18:42	0.76	08:40	16:12	
29/12	Sun	01:17	3.82	13:26	4.07	06:52	0.96	19:24	0.81	08:40	16:13	
30/12	Mon	01:57	3.72	14:07	3.99	07:33	1.07	20:07	0.90	08:40	16:14	
31/12	Tue	02:42	3.60	14:51	3.88	08:17	1.20	20:53	1.02	08:40	16:15	

ALL TIMES ARE GIVEN IN LOCAL TIME



Leading the way



Irish Ferries are proud to maintain the highest customer and maritime standards. Being named 'Best Ferry Company' by the Irish Travel Industry is a testament to the quality of service we provide. We operate the finest fleet on the Irish Sea, including our most recent additions: the high-speed Dublin Swift and our brand-new cruise ferry, W.B. Yeats. Optimum schedules, and the best value fares for drivers, passengers and freight customers alike, make Irish Ferries Ireland's leading ferry company.



IRISH FERRIES

Tide Tables

Soldiers Point (Dundalk)

JANUARY 2019

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/01	Tue	07:54	4.57	20:16	4.70	01:20	1.09	13:51	1.48	08:44	16:13	
02/01	Wed	08:54	4.67	21:18	4.72	02:38	1.09	15:09	1.36	08:44	16:14	
03/01	Thu	09:46	4.78	22:11	4.74	03:45	1.05	16:14	1.20	08:43	16:15	
04/01	Fri	10:31	4.87	22:57	4.74	04:41	0.99	17:07	1.06	08:43	16:16	
05/01	Sat	11:09	4.94	23:33	4.72	05:26	0.95	17:49	0.94	08:43	16:18	
06/01	Sun	11:41	4.98			06:03	0.93	18:26	0.87	08:42	16:19	●
07/01	Mon	00:05	4.68	12:12	4.99	06:34	0.93	18:58	0.85	08:42	16:20	
08/01	Tue	00:36	4.64	12:45	4.99	07:05	0.95	19:30	0.85	08:41	16:22	
09/01	Wed	01:10	4.59	13:20	4.94	07:34	1.01	20:00	0.89	08:41	16:23	
10/01	Thu	01:46	4.53	13:58	4.87	08:03	1.09	20:28	0.95	08:40	16:25	
11/01	Fri	02:26	4.45	14:39	4.76	08:35	1.20	21:00	1.03	08:39	16:26	
12/01	Sat	03:09	4.35	15:22	4.62	09:10	1.34	21:35	1.13	08:39	16:28	
13/01	Sun	03:57	4.24	16:10	4.47	09:50	1.48	22:16	1.25	08:38	16:30	
14/01	Mon	04:50	4.14	17:03	4.34	10:40	1.61	23:08	1.35	08:37	16:31	●
15/01	Tue	05:52	4.10	18:03	4.27	11:40	1.67			08:36	16:33	

ALL TIMES ARE GIVEN IN LOCAL TIME

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
16/01	Wed	06:59	4.16	19:09	4.31	00:12	1.38	12:50	1.61	08:35	16:35	
17/01	Thu	08:00	4.34	20:14	4.45	01:24	1.31	14:01	1.41	08:34	16:36	
18/01	Fri	08:54	4.59	21:12	4.67	02:35	1.14	15:10	1.12	08:33	16:38	
19/01	Sat	09:44	4.87	22:05	4.89	03:40	0.91	16:12	0.77	08:32	16:40	
20/01	Sun	10:30	5.12	22:54	5.08	04:37	0.67	17:06	0.44	08:31	16:42	
21/01	Mon	11:15	5.33	23:41	5.19	05:27	0.48	17:55	0.18	08:29	16:44	○
22/01	Tue			12:00	5.45	06:11	0.37	18:40	0.02	08:28	16:45	
23/01	Wed	00:28	5.21	12:46	5.49	06:52	0.36	19:23	-0.01	08:27	16:47	
24/01	Thu	01:17	5.14	13:35	5.44	07:34	0.45	20:07	0.08	08:25	16:49	
25/01	Fri	02:08	5.01	14:27	5.32	08:17	0.62	20:52	0.27	08:24	16:51	
26/01	Sat	03:02	4.83	15:23	5.14	09:02	0.84	21:38	0.52	08:22	16:53	
27/01	Sun	04:00	4.63	16:22	4.91	09:51	1.08	22:29	0.82	08:21	16:55	●
28/01	Mon	05:03	4.45	17:29	4.67	10:47	1.31	23:27	1.11	08:19	16:57	
29/01	Tue	06:10	4.34	18:39	4.49	11:52	1.48			08:18	16:59	
30/01	Wed	07:17	4.33	19:49	4.40	00:38	1.32	13:15	1.55	08:16	17:01	
31/01	Thu	08:21	4.41	20:57	4.41	02:05	1.40	14:45	1.46	08:15	17:03	

ALL TIMES ARE GIVEN IN LOCAL TIME

FEBRUARY 2019

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/02	Fri	09:21	4.55	21:56	4.46	03:23	1.34	15:59	1.29	08:13	17:05	
02/02	Sat	10:10	4.69	22:42	4.52	04:23	1.22	16:54	1.10	08:11	17:06	
03/02	Sun	10:50	4.81	23:19	4.55	05:10	1.09	17:36	0.94	08:10	17:08	
04/02	Mon	11:23	4.88	23:48	4.56	05:46	0.97	18:10	0.84	08:07	17:11	●
05/02	Tue	11:53	4.92			06:17	0.89	18:40	0.77	08:06	17:13	
06/02	Wed	00:15	4.57	12:23	4.93	06:46	0.83	19:07	0.74	08:04	17:15	
07/02	Thu	00:44	4.58	12:54	4.92	07:12	0.81	19:32	0.73	08:02	17:17	
08/02	Fri	01:15	4.58	13:29	4.89	07:37	0.83	19:57	0.73	08:00	17:19	
09/02	Sat	01:51	4.56	14:07	4.82	08:05	0.87	20:26	0.76	07:58	17:21	
10/02	Sun	02:30	4.51	14:48	4.72	08:38	0.96	20:59	0.84	07:56	17:23	
11/02	Mon	03:13	4.40	15:33	4.58	09:13	1.08	21:36	0.98	07:54	17:25	
12/02	Tue	04:01	4.27	16:23	4.41	09:56	1.24	22:20	1.16	07:52	17:27	●
13/02	Wed	04:57	4.13	17:20	4.26	10:47	1.40	23:16	1.34	07:50	17:29	
14/02	Thu	06:03	4.07	18:30	4.19	11:57	1.47			07:48	17:31	
15/02	Fri	07:19	4.15	19:47	4.28	00:34	1.41	13:22	1.36	07:46	17:33	

ALL TIMES ARE GIVEN IN LOCAL TIME

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
16/02	Sat	08:27	4.40	20:54	4.50	02:02	1.29	14:44	1.07	07:44	17:35	
17/02	Sun	09:24	4.72	21:51	4.77	03:20	1.02	15:55	0.67	07:42	17:37	
18/02	Mon	10:14	5.03	22:42	5.00	04:23	0.71	16:54	0.28	07:40	17:39	
19/02	Tue	11:00	5.29	23:27	5.14	05:14	0.43	17:43	-0.03	07:37	17:41	○
20/02	Wed	11:45	5.44			05:58	0.23	18:26	-0.21	07:35	17:43	
21/02	Thu	00:12	5.18	12:29	5.49	06:38	0.15	19:07	-0.23	07:33	17:45	
22/02	Fri	00:56	5.12	13:15	5.43	07:18	0.19	19:49	-0.10	07:31	17:47	
23/02	Sat	01:42	4.99	14:03	5.28	07:58	0.34	20:29	0.14	07:29	17:49	
24/02	Sun	02:29	4.81	14:54	5.05	08:40	0.56	21:12	0.47	07:26	17:51	
25/02	Mon	03:20	4.59	15:50	4.77	09:25	0.83	21:56	0.84	07:24	17:53	
26/02	Tue	04:18	4.37	16:54	4.46	10:16	1.11	22:48	1.20	07:22	17:55	●
27/02	Wed	05:24	4.19	18:06	4.22	11:15	1.37	23:51	1.50	07:19	17:57	
28/02	Thu	06:36	4.11	19:21	4.11			12:34	1.51	07:17	17:59	

ALL TIMES ARE GIVEN IN LOCAL TIME

Tide Tables

Soldiers Point (Dundalk)

MARCH 2019

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/03	Fri	07:45	4.17	20:33	4.13	01:23	1.63	14:18	1.46	07:15	18:01	
02/03	Sat	08:51	4.32	21:37	4.25	02:56	1.55	15:37	1.27	07:12	18:03	
03/03	Sun	09:45	4.51	22:24	4.37	04:02	1.35	16:33	1.05	07:10	18:05	
04/03	Mon	10:27	4.67	22:57	4.46	04:49	1.13	17:14	0.87	07:08	18:07	
05/03	Tue	11:00	4.77	23:26	4.51	05:26	0.94	17:47	0.73	07:05	18:09	
06/03	Wed	11:30	4.83	23:51	4.56	05:56	0.79	18:15	0.64	07:03	18:11	●
07/03	Thu	11:58	4.85			06:23	0.68	18:40	0.59	07:01	18:13	
08/03	Fri	00:15	4.60	12:27	4.87	06:46	0.62	19:02	0.55	06:58	18:14	
09/03	Sat	00:44	4.65	13:00	4.87	07:10	0.58	19:27	0.53	06:56	18:16	
10/03	Sun	01:18	4.67	13:38	4.84	07:39	0.59	19:57	0.55	06:53	18:18	
11/03	Mon	01:57	4.64	14:19	4.76	08:12	0.65	20:31	0.65	06:51	18:20	
12/03	Tue	02:39	4.54	15:03	4.62	08:48	0.77	21:08	0.82	06:49	18:22	
13/03	Wed	03:26	4.39	15:53	4.44	09:28	0.95	21:50	1.06	06:46	18:24	
14/03	Thu	04:19	4.21	16:51	4.24	10:19	1.15	22:46	1.32	06:44	18:26	●
15/03	Fri	05:25	4.07	18:05	4.12	11:29	1.29			06:41	18:28	
16/03	Sat	06:47	4.08	19:29	4.18	00:03	1.46	12:56	1.22	06:39	18:30	
17/03	Sun	08:03	4.31	20:40	4.42	01:38	1.37	14:25	0.93	06:36	18:32	
18/03	Mon	09:06	4.64	21:39	4.70	03:04	1.07	15:40	0.52	06:34	18:33	
19/03	Tue	09:59	4.96	22:28	4.93	04:09	0.71	16:40	0.13	06:31	18:35	
20/03	Wed	10:45	5.22	23:12	5.07	05:01	0.39	17:29	-0.15	06:29	18:37	
21/03	Thu	11:29	5.36	23:53	5.11	05:44	0.17	18:12	-0.28	06:26	18:39	○
22/03	Fri			12:11	5.39	06:23	0.06	18:50	-0.26	06:24	18:41	
23/03	Sat	00:33	5.06	12:54	5.31	07:01	0.07	19:29	-0.09	06:22	18:43	
24/03	Sun	01:14	4.95	13:39	5.15	07:39	0.20	20:06	0.18	06:19	18:45	
25/03	Mon	01:57	4.80	14:27	4.91	08:20	0.40	20:46	0.52	06:17	18:47	
26/03	Tue	02:43	4.60	15:20	4.61	09:02	0.67	21:28	0.90	06:14	18:48	
27/03	Wed	03:36	4.38	16:21	4.30	09:50	0.96	22:15	1.27	06:12	18:50	
28/03	Thu	04:39	4.16	17:33	4.04	10:46	1.23	23:12	1.59	06:09	18:52	●
29/03	Fri	05:54	4.03	18:48	3.92	11:55	1.42			06:07	18:54	
30/03	Sat	07:07	4.04	20:03	3.97	00:28	1.75	13:35	1.41	06:04	18:56	
31/03	Sun	09:14	4.18	22:07	4.12	03:14	1.67	16:00	1.23	07:02	19:58	

ALL TIMES ARE GIVEN IN LOCAL TIME

ALL TIMES ARE GIVEN IN LOCAL TIME

APRIL 2019

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/04	Mon	10:11	4.37	22:53	4.29	04:26	1.43	16:59	1.01	06:59	20:00	
02/04	Tue	10:55	4.54	23:28	4.43	05:16	1.17	17:41	0.82	06:57	20:02	
03/04	Wed	11:32	4.67	23:57	4.52	05:55	0.94	18:15	0.67	06:54	20:03	
04/04	Thu			12:03	4.74	06:27	0.75	18:43	0.56	06:52	20:05	
05/04	Fri	00:23	4.60	12:30	4.80	06:54	0.61	19:08	0.49	06:50	20:07	●
06/04	Sat	00:46	4.67	12:59	4.84	07:18	0.52	19:32	0.44	06:47	20:09	
07/04	Sun	01:13	4.74	13:33	4.86	07:45	0.45	20:00	0.42	06:45	20:11	
08/04	Mon	01:48	4.77	14:12	4.85	08:15	0.44	20:33	0.47	06:42	20:13	
09/04	Tue	02:28	4.75	14:55	4.78	08:50	0.49	21:08	0.61	06:40	20:15	
10/04	Wed	03:12	4.67	15:42	4.64	09:29	0.62	21:48	0.82	06:37	20:16	
11/04	Thu	04:00	4.52	16:34	4.46	10:13	0.80	22:33	1.08	06:35	20:18	
12/04	Fri	04:55	4.34	17:36	4.26	11:08	0.99	23:30	1.33	06:33	20:20	●
13/04	Sat	06:02	4.20	18:52	4.15			12:17	1.10	06:30	20:22	
14/04	Sun	07:24	4.20	20:15	4.22	00:46	1.46	13:41	1.02	06:28	20:24	
15/04	Mon	08:42	4.38	21:25	4.43	02:16	1.37	15:05	0.76	06:26	20:26	
16/04	Tue	09:47	4.67	22:24	4.67	03:40	1.10	16:20	0.43	06:23	20:28	
17/04	Wed	10:42	4.94	23:13	4.87	04:48	0.77	17:20	0.12	06:21	20:29	
18/04	Thu	11:30	5.14	23:56	4.98	05:41	0.47	18:11	-0.07	06:19	20:31	
19/04	Fri			12:14	5.24	06:27	0.27	18:54	-0.14	06:16	20:33	○
20/04	Sat	00:34	5.01	12:55	5.23	07:07	0.17	19:33	-0.06	06:14	20:35	
21/04	Sun	01:11	4.99	13:36	5.14	07:46	0.17	20:09	0.11	06:12	20:37	
22/04	Mon	01:49	4.92	14:19	4.98	08:23	0.26	20:45	0.36	06:09	20:39	
23/04	Tue	02:30	4.81	15:05	4.76	09:03	0.43	21:22	0.66	06:07	20:41	
24/04	Wed	03:15	4.66	15:55	4.50	09:45	0.64	22:03	0.98	06:05	20:42	
25/04	Thu	04:03	4.48	16:52	4.23	10:31	0.89	22:48	1.30	06:03	20:44	
26/04	Fri	05:00	4.27	18:00	3.99	11:22	1.13	23:40	1.58	06:01	20:46	●
27/04	Sat	06:12	4.10	19:12	3.87			12:22	1.31	05:58	20:48	
28/04	Sun	07:26	4.05	20:21	3.91	00:43	1.74	13:36	1.36	05:56	20:50	
29/04	Mon	08:33	4.13	21:23	4.06	02:04	1.72	15:02	1.25	05:54	20:52	
30/04	Tue	09:30	4.28	22:12	4.24	03:29	1.53	16:07	1.06	05:52	20:54	

ALL TIMES ARE GIVEN IN LOCAL TIME

ALL TIMES ARE GIVEN IN LOCAL TIME

Tide Tables

Soldiers Point (Dundalk)

MAY 2019

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/05	Wed	10:18	4.44	22:51	4.41	04:28	1.28	16:55	0.88	05:50	20:55	
02/05	Thu	10:57	4.58	23:24	4.54	05:13	1.04	17:34	0.71	05:48	20:57	
03/05	Fri	11:30	4.69	23:51	4.65	05:49	0.84	18:05	0.59	05:46	20:59	
04/05	Sat			12:00	4.77	06:20	0.67	18:34	0.49	05:44	21:01	●
05/05	Sun	00:16	4.75	12:32	4.84	06:49	0.54	19:03	0.43	05:42	21:03	
06/05	Mon	00:46	4.84	13:09	4.88	07:20	0.45	19:37	0.43	05:40	21:05	
07/05	Tue	01:24	4.89	13:51	4.87	07:56	0.42	20:13	0.50	05:38	21:06	
08/05	Wed	02:06	4.89	14:37	4.81	08:35	0.47	20:52	0.66	05:36	21:08	
09/05	Thu	02:52	4.82	15:27	4.69	09:18	0.57	21:35	0.87	05:34	21:10	
10/05	Fri	03:44	4.71	16:24	4.54	10:07	0.71	22:24	1.10	05:32	21:12	
11/05	Sat	04:42	4.57	17:27	4.38	11:03	0.84	23:22	1.30	05:30	21:13	
12/05	Sun	05:49	4.47	18:42	4.30			12:10	0.89	05:28	21:15	●
13/05	Mon	07:06	4.46	19:57	4.35	00:31	1.40	13:22	0.84	05:27	21:17	
14/05	Tue	08:20	4.58	21:06	4.49	01:49	1.34	14:39	0.68	05:25	21:19	
15/05	Wed	09:26	4.75	22:05	4.66	03:08	1.15	15:53	0.48	05:23	21:20	

ALL TIMES ARE GIVEN IN LOCAL TIME

ALL TIMES ARE GIVEN IN LOCAL TIME

JUNE 2019

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/06	Sat	10:54	4.64	23:18	4.69	05:02	1.00	17:23	0.71	05:00	21:46	
02/06	Sun	11:31	4.77	23:48	4.83	05:43	0.80	18:01	0.59	04:59	21:47	
03/06	Mon			12:09	4.87	06:21	0.62	18:39	0.51	04:58	21:48	●
04/06	Tue	00:24	4.95	12:51	4.93	07:00	0.49	19:17	0.49	04:58	21:49	
05/06	Wed	01:04	5.03	13:36	4.93	07:41	0.42	19:57	0.55	04:57	21:50	
06/06	Thu	01:49	5.05	14:24	4.89	08:24	0.43	20:39	0.68	04:56	21:51	
07/06	Fri	02:38	5.02	15:18	4.80	09:12	0.48	21:25	0.85	04:55	21:52	
08/06	Sat	03:32	4.95	16:15	4.68	10:02	0.57	22:14	1.04	04:55	21:53	
09/06	Sun	04:31	4.86	17:17	4.55	10:56	0.65	23:08	1.19	04:54	21:54	
10/06	Mon	05:36	4.77	18:24	4.47	11:55	0.71			04:54	21:55	●
11/06	Tue	06:46	4.72	19:34	4.46	00:10	1.29	13:00	0.74	04:53	21:56	
12/06	Wed	07:57	4.73	20:41	4.52	01:18	1.31	14:09	0.73	04:53	21:57	
13/06	Thu	09:03	4.78	21:41	4.61	02:32	1.25	15:23	0.68	04:53	21:57	
14/06	Fri	10:05	4.85	22:35	4.71	03:48	1.12	16:29	0.63	04:52	21:58	
15/06	Sat	11:00	4.89	23:22	4.79	04:55	0.97	17:29	0.60	04:52	21:59	

ALL TIMES ARE GIVEN IN LOCAL TIME

ALL TIMES ARE GIVEN IN LOCAL TIME



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Tide Tables

Soldiers Point (Dundalk)

JULY 2019

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
Time	m	Time	m	Time	m	Time	m	Time	Time			
01/07	Mon	11:06	4.75	23:26	4.89	05:09	0.91	17:34	0.72	04:57	22:00	
02/07	Tue	11:51	4.89			05:58	0.66	18:19	0.59	04:57	22:00	●
03/07	Wed	00:06	5.06	12:36	4.99	06:45	0.46	19:03	0.52	04:58	21:59	
04/07	Thu	00:48	5.19	13:22	5.03	07:29	0.32	19:45	0.51	04:59	21:59	
05/07	Fri	01:34	5.25	14:12	5.00	08:15	0.26	20:27	0.59	05:00	21:58	
06/07	Sat	02:24	5.25	15:03	4.93	09:01	0.29	21:12	0.72	05:01	21:58	
07/07	Sun	03:17	5.20	15:58	4.81	09:49	0.36	21:58	0.88	05:02	21:57	
08/07	Mon	04:14	5.10	16:57	4.68	10:40	0.48	22:49	1.05	05:03	21:56	
09/07	Tue	05:15	4.97	18:00	4.55	11:33	0.62	23:44	1.21	05:04	21:56	●
10/07	Wed	06:22	4.84	19:06	4.47			12:32	0.77	05:05	21:55	
11/07	Thu	07:33	4.73	20:12	4.46	00:46	1.32	13:38	0.91	05:06	21:54	
12/07	Fri	08:41	4.68	21:15	4.51	02:00	1.37	14:51	0.99	05:07	21:53	
13/07	Sat	09:46	4.67	22:14	4.61	03:20	1.33	16:06	1.01	05:08	21:52	
14/07	Sun	10:46	4.69	23:05	4.72	04:37	1.21	17:10	0.98	05:10	21:51	
15/07	Mon	11:37	4.70	23:47	4.80	05:41	1.06	18:03	0.94	05:11	21:50	

ALL TIMES ARE GIVEN IN LOCAL TIME

ALL TIMES ARE GIVEN IN LOCAL TIME

AUGUST 2019

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
Time	m	Time	m	Time	m	Time	m	Time	Time			
01/08	Thu			12:21	5.06	06:31	0.30	18:48	0.46	05:37	21:24	●
02/08	Fri	00:33	5.35	13:07	5.13	07:16	0.09	19:31	0.38	05:39	21:23	
03/08	Sat	01:18	5.44	13:54	5.12	08:01	0.01	20:12	0.40	05:40	21:21	
04/08	Sun	02:04	5.44	14:42	5.03	08:44	0.04	20:54	0.51	05:42	21:19	
05/08	Mon	02:54	5.36	15:34	4.90	09:30	0.18	21:38	0.69	05:44	21:17	
06/08	Tue	03:48	5.21	16:28	4.73	10:17	0.39	22:25	0.91	05:45	21:15	
07/08	Wed	04:47	5.00	17:27	4.55	11:06	0.65	23:16	1.14	05:47	21:13	●
08/08	Thu	05:54	4.76	18:32	4.41			12:00	0.93	05:49	21:11	
09/08	Fri	07:07	4.57	19:41	4.35	00:16	1.35	13:03	1.18	05:51	21:09	
10/08	Sat	08:20	4.46	20:48	4.39	01:28	1.48	14:22	1.33	05:52	21:07	
11/08	Sun	09:30	4.45	21:51	4.51	03:00	1.47	15:44	1.35	05:54	21:05	
12/08	Mon	10:33	4.50	22:46	4.66	04:26	1.32	16:53	1.26	05:56	21:03	
13/08	Tue	11:26	4.56	23:30	4.79	05:30	1.13	17:46	1.14	05:58	21:01	
14/08	Wed			12:08	4.59	06:17	0.95	18:28	1.02	06:00	20:58	
15/08	Thu	00:04	4.88	12:39	4.58	06:56	0.83	19:02	0.92	06:01	20:56	○

ALL TIMES ARE GIVEN IN LOCAL TIME

ALL TIMES ARE GIVEN IN LOCAL TIME

Tide Tables

Soldiers Point (Dundalk)

SEPTEMBER 2019

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/09	Sun	00:58	5.56	13:33	5.20	07:44	-0.20	19:54	0.23	06:32	20:17	
02/09	Mon	01:42	5.54	14:17	5.10	08:25	-0.11	20:34	0.33	06:33	20:15	
03/09	Tue	02:29	5.41	15:04	4.95	09:07	0.11	21:15	0.54	06:35	20:12	
04/09	Wed	03:20	5.19	15:54	4.76	09:50	0.42	22:00	0.81	06:37	20:10	
05/09	Thu	04:16	4.91	16:50	4.55	10:37	0.78	22:50	1.10	06:39	20:07	
06/09	Fri	05:23	4.60	17:54	4.37	11:28	1.14	23:48	1.36	06:41	20:05	☉
07/09	Sat	06:40	4.35	19:06	4.27			12:28	1.45	06:42	20:03	
08/09	Sun	07:58	4.23	20:18	4.30	01:00	1.54	13:47	1.63	06:44	20:00	
09/09	Mon	09:14	4.26	21:26	4.44	02:40	1.52	15:19	1.60	06:46	19:58	
10/09	Tue	10:20	4.38	22:24	4.63	04:10	1.33	16:31	1.44	06:48	19:55	
11/09	Wed	11:10	4.51	23:08	4.79	05:12	1.10	17:23	1.24	06:50	19:53	
12/09	Thu	11:48	4.58	23:42	4.90	05:58	0.90	18:05	1.05	06:51	19:50	
13/09	Fri			12:17	4.62	06:33	0.76	18:39	0.90	06:53	19:48	
14/09	Sat	00:12	4.96	12:42	4.64	07:03	0.68	19:09	0.80	06:55	19:45	☽
15/09	Sun	00:39	4.98	13:07	4.66	07:29	0.66	19:34	0.75	06:57	19:43	

ALL TIMES ARE GIVEN IN LOCAL TIME

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
16/09	Mon	01:07	4.97	13:33	4.68	07:51	0.66	19:59	0.74	06:58	19:40	
17/09	Tue	01:39	4.95	14:05	4.69	08:15	0.68	20:25	0.77	07:00	19:38	
18/09	Wed	02:15	4.90	14:42	4.67	08:43	0.73	20:56	0.85	07:02	19:35	
19/09	Thu	02:56	4.80	15:22	4.59	09:15	0.85	21:30	0.98	07:04	19:33	
20/09	Fri	03:40	4.64	16:07	4.45	09:51	1.03	22:10	1.16	07:06	19:30	
21/09	Sat	04:29	4.44	16:58	4.29	10:33	1.26	22:56	1.36	07:07	19:28	
22/09	Sun	05:27	4.22	17:59	4.15	11:25	1.51			07:09	19:25	☽
23/09	Mon	06:41	4.09	19:16	4.14	00:01	1.51	12:39	1.66	07:11	19:23	
24/09	Tue	08:08	4.15	20:35	4.34	01:26	1.46	14:08	1.59	07:13	19:20	
25/09	Wed	09:20	4.41	21:38	4.67	02:52	1.17	15:29	1.31	07:14	19:18	
26/09	Thu	10:17	4.72	22:30	5.03	04:09	0.75	16:36	0.96	07:16	19:16	
27/09	Fri	11:06	4.99	23:15	5.32	05:09	0.32	17:30	0.61	07:18	19:13	
28/09	Sat	11:49	5.18	23:57	5.52	06:01	-0.02	18:16	0.35	07:20	19:11	☽
29/09	Sun			12:30	5.26	06:45	-0.21	18:57	0.20	07:22	19:08	
30/09	Mon	00:39	5.58	13:10	5.25	07:26	-0.23	19:36	0.18	07:24	19:06	

ALL TIMES ARE GIVEN IN LOCAL TIME

OCTOBER 2019

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/10	Tue	01:21	5.53	13:51	5.16	08:05	-0.08	20:15	0.28	07:25	19:03	
02/10	Wed	02:06	5.37	14:36	5.01	08:44	0.19	20:55	0.48	07:27	19:01	
03/10	Thu	02:55	5.11	15:23	4.83	09:25	0.55	21:40	0.76	07:29	18:58	
04/10	Fri	03:50	4.80	16:15	4.62	10:09	0.94	22:28	1.06	07:31	18:56	
05/10	Sat	04:54	4.47	17:17	4.42	10:58	1.33	23:24	1.34	07:33	18:53	☽
06/10	Sun	06:12	4.20	18:30	4.28	11:54	1.65			07:34	18:51	
07/10	Mon	07:31	4.09	19:44	4.28	00:32	1.53	13:08	1.82	07:36	18:48	
08/10	Tue	08:50	4.15	20:53	4.40	02:09	1.53	14:43	1.78	07:38	18:46	
09/10	Wed	09:56	4.33	21:52	4.59	03:38	1.34	15:57	1.57	07:40	18:44	
10/10	Thu	10:44	4.50	22:38	4.76	04:40	1.10	16:54	1.33	07:42	18:41	
11/10	Fri	11:20	4.63	23:15	4.88	05:27	0.90	17:37	1.10	07:44	18:39	
12/10	Sat	11:49	4.71	23:46	4.94	06:03	0.76	18:12	0.93	07:46	18:36	
13/10	Sun			12:16	4.76	06:33	0.67	18:42	0.81	07:47	18:34	☽
14/10	Mon	00:14	4.96	12:40	4.79	06:58	0.64	19:09	0.75	07:49	18:32	
15/10	Tue	00:41	4.97	13:05	4.82	07:20	0.64	19:33	0.73	07:51	18:29	

ALL TIMES ARE GIVEN IN LOCAL TIME

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
16/10	Wed	01:12	4.96	13:36	4.84	07:46	0.66	20:01	0.74	07:53	18:27	
17/10	Thu	01:49	4.92	14:13	4.82	08:15	0.73	20:34	0.80	07:55	18:25	
18/10	Fri	02:30	4.83	14:54	4.75	08:49	0.86	21:10	0.92	07:57	18:23	
19/10	Sat	03:16	4.68	15:41	4.62	09:28	1.07	21:52	1.09	07:59	18:20	
20/10	Sun	04:07	4.49	16:33	4.47	10:11	1.33	22:42	1.27	08:01	18:18	
21/10	Mon	05:08	4.29	17:34	4.33	11:06	1.58	23:47	1.38	08:03	18:16	☽
22/10	Tue	06:24	4.18	18:50	4.31			12:19	1.72	08:05	18:13	
23/10	Wed	07:48	4.25	20:07	4.47	01:07	1.32	13:43	1.64	08:07	18:11	
24/10	Thu	09:00	4.49	21:13	4.76	02:31	1.05	15:03	1.37	08:08	18:09	
25/10	Fri	09:59	4.77	22:09	5.06	03:45	0.67	16:11	1.04	08:10	18:07	
26/10	Sat	10:48	5.02	22:57	5.30	04:48	0.32	17:09	0.71	08:12	18:05	
27/10	Sun	10:31	5.18	22:41	5.45	04:41	0.06	16:58	0.47	07:14	17:03	
28/10	Mon	11:12	5.25	23:24	5.48	05:27	-0.06	17:41	0.32	07:16	17:00	☽
29/10	Tue	11:51	5.25			06:08	-0.02	18:21	0.29	07:18	16:58	
30/10	Wed	00:06	5.41	12:30	5.19	06:46	0.14	19:01	0.37	07:20	16:56	
31/10	Thu	00:50	5.24	13:12	5.08	07:24	0.41	19:42	0.53	07:22	16:54	

ALL TIMES ARE GIVEN IN LOCAL TIME

Tide Tables

Soldiers Point (Dundalk)

NOVEMBER 2019

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/11	Fri	01:38	5.00	13:57	4.94	08:03	0.74	20:24	0.76	07:24	16:52	
02/11	Sat	02:30	4.71	14:48	4.76	08:45	1.09	21:10	1.01	07:26	16:50	
03/11	Sun	03:30	4.42	15:45	4.56	09:32	1.43	22:02	1.26	07:28	16:48	
04/11	Mon	04:41	4.17	16:52	4.39	10:24	1.71	23:01	1.45	07:30	16:46	☉
05/11	Tue	05:56	4.06	18:03	4.32	11:28	1.89			07:32	16:44	
06/11	Wed	07:09	4.10	19:12	4.37	00:17	1.51	12:47	1.88	07:34	16:43	
07/11	Thu	08:14	4.26	20:11	4.50	01:46	1.40	14:08	1.71	07:36	16:41	
08/11	Fri	09:03	4.46	21:00	4.64	02:54	1.21	15:11	1.48	07:38	16:39	
09/11	Sat	09:42	4.62	21:42	4.76	03:44	1.03	15:59	1.25	07:40	16:37	
10/11	Sun	10:16	4.75	22:17	4.84	04:25	0.89	16:38	1.07	07:42	16:35	
11/11	Mon	10:46	4.83	22:48	4.90	04:58	0.79	17:12	0.93	07:44	16:34	
12/11	Tue	11:12	4.89	23:17	4.93	05:26	0.73	17:42	0.84	07:45	16:32	☾
13/11	Wed	11:39	4.94	23:50	4.95	05:51	0.71	18:10	0.78	07:47	16:30	
14/11	Thu			12:11	4.98	06:20	0.71	18:42	0.75	07:49	16:29	
15/11	Fri	00:28	4.93	12:50	4.97	06:54	0.78	19:18	0.77	07:51	16:27	

ALL TIMES ARE GIVEN IN LOCAL TIME

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
16/11	Sat	01:12	4.86	13:33	4.92	07:30	0.91	19:57	0.85	07:53	16:26	
17/11	Sun	02:00	4.74	14:22	4.83	08:11	1.11	20:43	0.96	07:55	16:24	
18/11	Mon	02:54	4.59	15:16	4.72	08:57	1.34	21:33	1.08	07:57	16:23	
19/11	Tue	03:57	4.45	16:18	4.62	09:53	1.54	22:35	1.15	07:59	16:21	☉
20/11	Wed	05:09	4.37	17:27	4.59	10:59	1.65	23:45	1.11	08:01	16:20	
21/11	Thu	06:24	4.41	18:39	4.67			12:14	1.60	08:02	16:18	
22/11	Fri	07:34	4.58	19:46	4.83	01:01	0.95	13:30	1.42	08:04	16:17	
23/11	Sat	08:35	4.78	20:46	5.02	02:16	0.72	14:41	1.17	08:06	16:16	
24/11	Sun	09:27	4.97	21:40	5.17	03:22	0.50	15:45	0.92	08:08	16:15	
25/11	Mon	10:14	5.11	22:29	5.26	04:20	0.34	16:41	0.71	08:09	16:14	
26/11	Tue	10:56	5.18	23:14	5.26	05:11	0.29	17:29	0.57	08:11	16:12	☉
27/11	Wed	11:36	5.21	23:56	5.19	05:53	0.33	18:11	0.52	08:13	16:11	
28/11	Thu			12:14	5.19	06:32	0.46	18:51	0.54	08:15	16:11	
29/11	Fri	00:39	5.06	12:54	5.13	07:08	0.65	19:31	0.63	08:16	16:10	
30/11	Sat	01:24	4.88	13:37	5.03	07:46	0.89	20:12	0.77	08:18	16:09	

ALL TIMES ARE GIVEN IN LOCAL TIME

DECEMBER 2019

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
01/12	Sun	02:12	4.66	14:24	4.89	08:25	1.14	20:53	0.95	08:19	16:08	
02/12	Mon	03:04	4.43	15:14	4.71	09:07	1.40	21:39	1.15	08:21	16:07	
03/12	Tue	04:04	4.22	16:12	4.53	09:55	1.63	22:29	1.33	08:22	16:06	
04/12	Wed	05:11	4.09	17:16	4.39	10:48	1.80	23:27	1.45	08:24	16:06	☉
05/12	Thu	06:18	4.07	18:22	4.33	11:51	1.87			08:25	16:05	
06/12	Fri	07:20	4.16	19:23	4.36	00:33	1.48	13:01	1.81	08:27	16:05	
07/12	Sat	08:13	4.32	20:16	4.44	01:45	1.40	14:12	1.66	08:28	16:04	
08/12	Sun	09:00	4.50	21:03	4.55	02:48	1.27	15:11	1.47	08:29	16:04	
09/12	Mon	09:39	4.66	21:44	4.66	03:37	1.13	15:59	1.28	08:30	16:03	
10/12	Tue	10:14	4.80	22:20	4.77	04:16	1.00	16:38	1.10	08:32	16:03	
11/12	Wed	10:45	4.91	22:55	4.86	04:52	0.89	17:14	0.94	08:33	16:03	
12/12	Thu	11:16	5.01	23:32	4.92	05:27	0.81	17:50	0.80	08:34	16:03	☾
13/12	Fri	11:51	5.08			06:02	0.77	18:27	0.69	08:35	16:03	
14/12	Sat	00:13	4.95	12:32	5.12	06:38	0.78	19:07	0.64	08:36	16:03	
15/12	Sun	00:59	4.92	13:18	5.11	07:18	0.86	19:49	0.65	08:37	16:03	

ALL TIMES ARE GIVEN IN LOCAL TIME

Date	Tide at Dundalk								Sun		Moon Phase	
	High Water				Low Water				Rise	Set		
	Morning		Afternoon		Morning		Afternoon					
	Time	m	Time	m	Time	m	Time	m	Time	Time		
16/12	Mon	01:48	4.86	14:07	5.07	08:00	1.00	20:33	0.70	08:38	16:03	
17/12	Tue	02:42	4.75	15:01	5.00	08:46	1.17	21:23	0.78	08:39	16:03	
18/12	Wed	03:42	4.64	16:00	4.91	09:38	1.33	22:17	0.86	08:39	16:03	
19/12	Thu	04:46	4.55	17:03	4.83	10:35	1.45	23:19	0.92	08:40	16:03	☉
20/12	Fri	05:56	4.52	18:11	4.79	11:41	1.49			08:41	16:04	
21/12	Sat	07:04	4.58	19:20	4.81	00:28	0.93	12:54	1.45	08:41	16:04	
22/12	Sun	08:08	4.69	20:26	4.86	01:43	0.88	14:11	1.32	08:42	16:05	
23/12	Mon	09:06	4.82	21:27	4.93	02:56	0.81	15:23	1.15	08:42	16:05	
24/12	Tue	09:58	4.95	22:21	4.98	04:02	0.73	16:27	0.97	08:43	16:06	
25/12	Wed	10:44	5.05	23:09	4.99	04:56	0.68	17:20	0.81	08:43	16:06	
26/12	Thu	11:24	5.11	23:51	4.94	05:42	0.68	18:04	0.71	08:43	16:07	☉
27/12	Fri			12:01	5.13	06:20	0.73	18:44	0.66	08:44	16:08	
28/12	Sat	00:29	4.86	12:38	5.11	06:56	0.81	19:21	0.68	08:44	16:09	
29/12	Sun	01:08	4.74	13:17	5.06	07:30	0.92	19:57	0.74	08:44	16:10	
30/12	Mon	01:48	4.61	13:58	4.96	08:05	1.06	20:33	0.85	08:44	16:11	
31/12	Tue	02:33	4.46	14:42	4.82	08:42	1.22	21:12	1.00	08:44	16:12	

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Gas Networks Ireland Develop a New CNG Transport Energy Network

In 2017, Gas Networks Ireland announced the development of a new transport energy network - 70 Compressed Natural Gas (CNG) refuelling stations located around Ireland. This network is aimed primarily at commercial users, giving them the opportunity to invest in a low or zero carbon fleet for the first time. This CNG network is co-financed by Gas Networks Ireland and the European Union's Connecting Europe Facility.

Gas Networks Ireland and the European Commission also supported early adopters of natural gas vehicles through a vehicle support scheme. This scheme was extremely popular and has been fully subscribed, resulting in up to 40 dedicated gas vehicles coming onto Irish roads.

Gas Networks Ireland has continued to roll out the CNG refuelling network. Construction has been completed on Ireland's first publicly-accessible CNG refuelling facility, in partnership with Circle K, in Dublin Port, where the facility has been operational since December. This fast-fill facility has the capacity to refuel a large number of commercial HGVs daily, as well as vans and cars.

A LOW CARBON TRANSPORT ENERGY SOLUTION

"Gas Networks Ireland is building a brand new commercial transport network for Ireland," explained Ian O'Flynn, Gas Networks Ireland. "This project, when combined with our renewable gas projects, will allow fleet operators to access an indigenous carbon neutral fuel that requires little compromise in terms of performance and price."

Vehicle manufacturers have been quick to respond to the Gas Networks Ireland project, with major brands such as Scania and Iveco introducing CNG vehicles to the Irish market to capitalise on what is becoming an extremely strong uptake of the technology. CNG vehicles offer excellent fuel economy and environmental efficiency. They also have low maintenance costs and similar ranges to diesel powered HGVs.

With many companies looking to meet internal or customer led targets for emissions reductions, there is a very clear demand in the market for a reliable low carbon alternative transport fuel. CNG vehicles offer CO₂ emission reductions of up to 22%, along with a 99% reduction in particulate matter, when compared to their diesel alternatives. The same vehicles will also run on Renewable Gas. Gas Networks Ireland is completing Ireland's first renewable gas injection project, which will take gas produced on a farm from animal and municipal waste and inject it into the natural gas network. This will be 100% Carbon Neutral.

PROVEN TECHNOLOGY

A proven technology, CNG is natural gas which has been



compressed to fit into a vehicle's tank and is particularly suitable for use in commercial vehicles, including trucks, buses and vans. As an alternative to diesel or petrol as a fuel for transport, it provides the greatest benefits for operators and owners of the vehicles through both the reduction of harmful emissions and the generation of considerable fuel cost savings of up to 25%.

For more details, contact 1850 411 511, email cng@gasnetworks.ie or visit the Gas Networks Ireland website, www.gasnetworks.ie.

- The Causeway Project, supporting the installation of the new CNG network, is co-financed by Gas Networks Ireland and the European Union's Connecting Europe Facility.





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- everything you ever wanted to know about Dublin's bridges

Have you ever wondered how many bridges cross the River Liffey or which one is the oldest? Well, wonder no more, answers to these questions and many more can be found on Dublin City Council's website:

www.bridgesofdublin.ie.

Bridges of Dublin was designed to showcase Dublin's unique bridge infrastructure. The site provides a range of information running to over 90,000 words covering the history, design, engineering and interesting facts for each of the current 23 bridges. A spectacular digital archive contains more than 900 photos from the historic to the modern, some of which have never been seen on public display. Sources include the Dublin City Library & Archive, National Gallery, National Library of Ireland, Dublin Port, Fáilte Ireland and the Guinness Archive.

The website provides an opportunity for all to learn about our rich bridge heritage, from the oldest, Mellows Bridge built in 1688, to the more recently constructed Rosie Hackett Bridge, opened in 2014.

The website won the Best Government and Local Government category at the Irish Web Awards 2013. It was the second year in a row that the Council won the publicly judged award.



Interesting facts:

- The force on the back cables of the Samuel Beckett Bridge is equivalent to a people load of over 80,000 - a Croke Park full house.
- Island Bridge was originally named Sarah Bridge for Sarah Fane, Countess of Westmorland.
- The keystones on the centre arches of O'Connell Bridge represent Anna Liffey looking westwards and the Atlantic gazing eastwards towards the sea.



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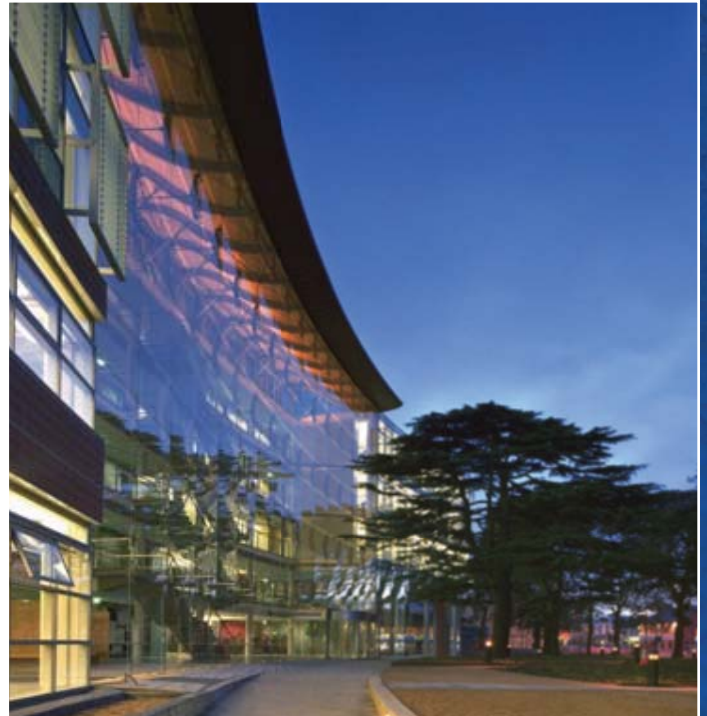
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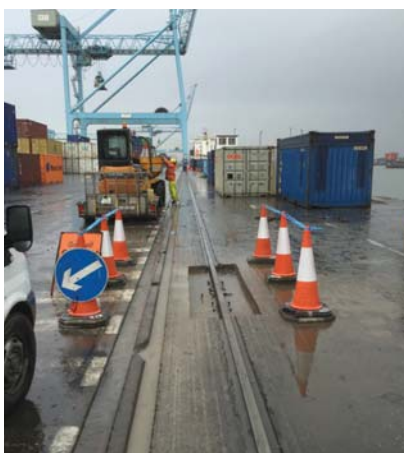
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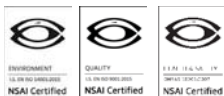
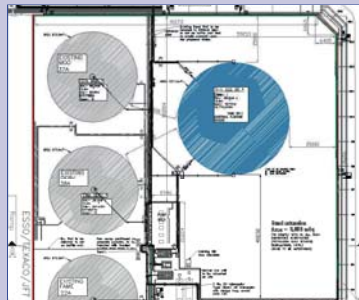
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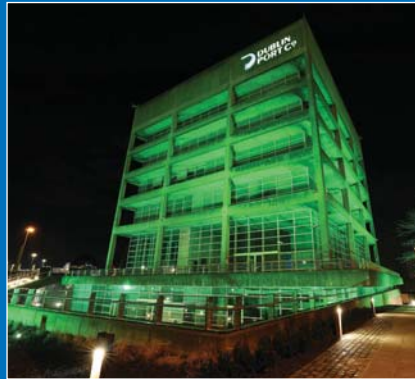
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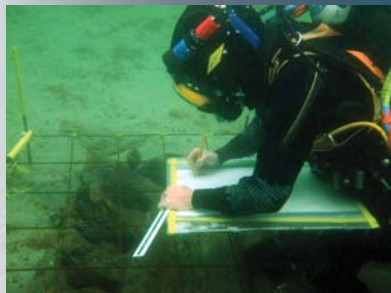
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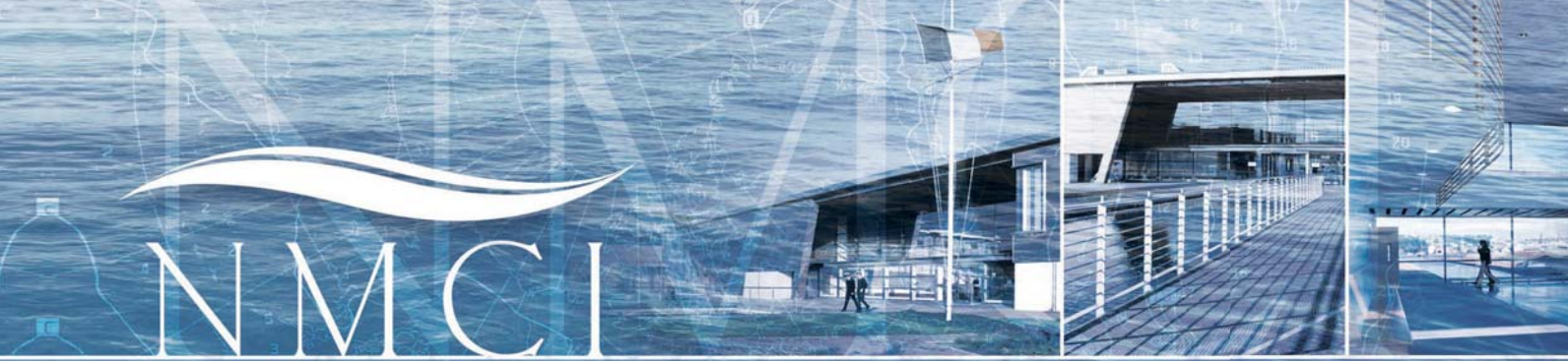
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Week	1	2	3	4	5	Week	5	6	7	8	9	Week	9	10	11	12	13	Week	13	14	15	16	17	18	Week	18	19	20	21	22	Week	22	23	24	25	26
M	1	8	15	22	29	M	5	12	19	26	M	5	12	19	26	M	2	9	16	23	30	M	7	14	21	28	M	4	11	18	25					
T	2	9	16	23	30	T	6	13	20	27	T	6	13	20	27	T	3	10	17	24	T	1	8	15	22	29	T	5	12	19	26					
W	3	10	17	24	31	W	7	14	21	28	W	7	14	21	28	W	4	11	18	25	W	2	9	16	23	30	W	6	13	20	27					
T	4	11	18	25	T	1	8	15	22	T	1	8	15	22	T	5	12	19	26	T	3	10	17	24	31	T	7	14	21	28						
F	5	12	19	26	F	2	9	16	23	F	2	9	16	23	F	6	13	20	27	F	4	11	18	25	F	1	8	15	22	29						
S	6	13	20	27	S	3	10	17	24	S	3	10	17	24	S	7	14	21	28	S	5	12	19	26	S	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	29	S	6	13	20	27	S	3	10	17	24						

July 2018					August 2018					September 2018					October 2018					November 2018					December 2018												
Week	26	27	28	29	30	31	Week	31	32	33	34	35	Week	35	36	37	38	39	Week	40	41	42	43	44	Week	44	45	46	47	48	Week	48	49	50	51	52	53
M	2	9	16	23	30	M	6	13	20	27	M	3	10	17	24	M	1	8	15	22	29	M	5	12	19	26	M	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	7	14	21	28	T	4	11	18	25	T	4	11	18	25	
W	4	11	18	25	W	1	8	15	22	29	W	5	12	19	26	W	3	10	17	24	31	W	7	14	21	28	W	5	12	19	26	W	5	12	19	26	
T	5	12	19	26	T	2	9	16	23	30	T	6	13	20	27	T	4	11	18	25	T	1	8	15	22	29	T	6	13	20	27	T	6	13	20	27	
F	6	13	20	27	F	3	10	17	24	31	F	7	14	21	28	F	5	12	19	26	F	2	9	16	23	30	F	7	14	21	28	F	7	14	21	28	
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	31	S	4	11	18	25	S	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					

2019

January 2019					February 2019					March 2019					April 2019					May 2019					June 2019												
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	7	14	21	28	M	4	11	18	25	M	4	11	18	25	M	1	8	15	22	29	M	6	13	20	27	M	3	10	17	24	M	3	10	17	24		
T	1	8	15	22	29	T	5	12	19	26	T	5	12	19	26	T	2	9	16	23	30	T	7	14	21	28	T	1	8	15	22	29	T	4	11	18	25
W	2	9	16	23	30	W	6	13	20	27	W	6	13	20	27	W	3	10	17	24	W	1	8	15	22	29	W	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						
F	4	11	18	25	F	1	8	15	22	F	1	8	15	22	F	5	12	19	26	F	3	10	17	24	31	F	7	14	21	28							
S	5	12	19	26	S	2	9	16	23	S	2	9	16	23	S	6	13	20	27	S	4	11	18	25	S	1	8	15	22	29							
S	6	13	20	27	S	3	10	17	24	S	3	10	17	24	S	7	14	21	28	S	5	12	19	26	S	2	9	16	23	30							

July 2019					August 2019					September 2019					October 2019					November 2019					December 2019													
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	53	
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	T	2	9	16	23	30
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	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	T	5	12	19	26		
F	5	12	19	26	F	2	9	16	23	30	F	6	13	20	27	F	4	11	18	25	F	1	8	15	22	29	F	6	13	20	27	F	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	S	7	14	21	28		
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							

2020

January 2020					February 2020					March 2020					April 2020					May 2020					June 2020												
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	23	24	25	26	27	
M	6	13	20	27	M	3	10	17	24	M	2	9	16	23	30	M	6	13	20	27	M	4	11	18	25	M	1	8	15	22	29	M	1	8	15	22	29
T	7	14	21	28	T	4	11	18	25	T	3	10	17	24	31	T	7	14	21	28	T	5	12	19	26	T	9	16	23	30	T	2	9	16	23	30	
W	1	8	15	22	29	W	5	12	19	26	W	4	11	18	25	W	1	8	15	22	29	W	6	13	20	27	W	3	10	17	24	31	W	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	T	4	11	18	25	
F	3	10	17	24	31	F	7	14	21	28	F	6	13	20	27	F	3	10	17	24	F	1	8	15	22	29	F	5	12	19	26						
S	4	11	18	25	S	1	8	15	22	29	S	7	14	21	28	S	4	11	18	25	S	2	9	16	23	30	S	6	13	20	27						
S	5	12	19	26	S	2	9	16	23	S	1	8	15	22	29	S	5	12	19	26	S	3	10	17	24	31	S	7	14	21	28						

July 2020					August 2020					September 2020					October 2020					November 2020					December 2020													
Week	27	28	29	30	31	Week	31	32	33	34	35	36	Week	36	37	38	39	40	Week	40	41	42	43	44	Week	44	45	46	47	48	49	Week	49	50	51	52	53	
M	6	13	20	27	M	3	10	17	24	31	M	7	14	21	28	M	5	12	19	26	M	2	9	16	23	30	M	7	14	21	28	M	7	14	21	28		
T	7	14	21	28	T	4	11	18	25	T	1	8	15	22	29	T	6	13	20	27	T	3	10	17	24	31	T	4	11	18	25	T	1	8	15	22	29	
W	1	8	15	22	29	W	5	12	19	26	W	2	9	16	23	30	W	7	14	21	28	W	1	8	15	22	29	W	4	11	18	25	W	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	T	3	10	17	24	31
F	3	10	17	24	31	F	7	14	21	28	F	4	11	18	25	F	2	9	16	23	30	F	3	10	17	24	31	F	6	13	20	27	F	4	11	18	25	
S	4	11	18	25	S	1	8	15	22	29	S	5	12	19	26	S	4	11	18	25	S	1	8	15	22	29	S	7	14	21	28	S	5	12	19	26		
S	5	12	19	26	S	2	9	16	23	30	S	6	13																									



2019 Year

	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
February					1	2	3	4	5	6	7	8	9	10	11	12	13	14 Saint Valentine's Day	15
March					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
April	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19 Good Friday
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

Planner

SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES		
19	20	21	22	23	24	25	26	27	28	29	30	31							January
16	17	18	19	20	21	22	23	24	25	26	27	28							February
16	17 Saint Patrick's Day	18 Public Holiday	19	20	21	22	23	24	25	26	27	28	29	30	31 Mother's Day Summer Time Begins				March
20	21 Easter Sunday	22 Easter Monday Public Holiday	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		December
SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES		

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**COMHLACHT CHALAFORT
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Port Centre, Alexandra Road,
Dublin 1, Ireland
Phone: +353 1 887 6000
Fax: +353 1 836 5142
Email: info@dublinport.ie



www.dublinport.ie

