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2020 yearbook

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Contact Alec Colvin, General Manager, Dublin Ferryport Terminals, Container Terminal, Breakwater Road, Dublin 1.
Tel: 00353 1 6075713 Email: info@dft.ie Web: www.icg.ie

Contents

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14 Upper Fitzwilliam Street, Dublin 2.
Tel: +353 (0)1 678 5165
Web: www.tarapublications.ie
Managing Director: Patrick Aylward
Sales & Marketing Director: Kathleen Belton
E: kathleenbelton@tarapublications.ie

Sales: Brian Clark, Michael O'Brien, Aaron Stewart
E: brian@tarapublications.ie
Editor: John Walshe
E: johnwalshe@tarapublications.ie
Production: Ciara Conway
E: ciara@tarapublications.ie
Design & Origination: Rooney Media
Web: www.rooneymedia.com
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Web: www.wgbaird.com

Message From the **CEO**

The latest figures show a growth in unitised volumes (Ro-Ro and Lo-Lo combined) of +3.6% to 1.5 million units. Over the six years since the economic recovery began in 2013, unitised trade has grown by +41.3%.

The continued strength in unitised growth was, however, offset by a large one-off decline in Bulk Solid commodities and, as a result, overall tonnage growth for the year was just +0.4%.

Growth in Unitised Trade During 2019
Looking at the 2019 trade figures in detail, containers and freight trailers accounted for 83% of all cargo and both the Ro-Ro and Lo-Lo sectors grew strongly:

- Ro-Ro grew by +2.6% in 2019 to 1.1 million Ro-Ro units (1,059,103);

- Lo-Lo container volumes grew by +6.5% to 774,000 TEU and have now, 12 years later, finally surpassed the pre-recession level of 2007.

Imports of new trade vehicles through Dublin Port decreased by -4.4% to 99,000 during 2019.

Bulk liquid volumes, comprising mostly petroleum products, grew by 0.9% to 4.7 million tonnes, driven by increasing activity in the road transport and aviation sectors. Petroleum imports through Dublin Port are now 14.4% higher than they were in 2007.

Bulk solid commodities declined by 23.4% to 1.8 million tonnes, due firstly to 2018 having been an exceptionally strong year for agri-feed imports, and secondly, because of the cessation of exports from Boliden Tara Mines for a four-month period while major construction works in Alexandra Basin were proceeding. These works are now complete, and exports of lead and zinc ore concentrates have fully resumed. These two factors also reduced the number of ship arrivals in 2019 by 71, down to 7,898.

Ferry passenger volumes increased by +6.7% to 1,949,000. Similarly, the number of tourist vehicles increased by 9.9% to 560,000.

Dublin Port's cruise business grew again, with 158 cruise ship arrivals (compared to 150 in 2018) and growth of +16.7% in visitor numbers. The average size of cruise ship increased yet again, reaching 55,648 gross tonnes in 2018, an increase of +11.1% compared to the previous year.

Growing European Trade
The dominant feature of 2019 was the continued strong growth in the unitised modes with Ro-Ro ahead by 2.6% and Lo-Lo by 6.5%. Behind these growth figures, however, we saw a marked difference between the UK and the EU-26. Where GB volumes declined by 0.2%, volumes on Ro-Ro and Lo-Lo services to Continental Europe grew very strongly by 10.7%.

The effect of the deployment in recent years of new ships on direct routes to Continental Europe by shipping lines such as Irish Ferries and CLdN is clear to be seen and we expect to see this trend continue as trading patterns adapt post-Brexit.

While overall tonnage growth was low at 0.4%, there were one-off factors behind the decline in Bulk Solid volumes in 2019 which will not be repeated in 2020.

€1 Billion Investment Programme
The continued large growth in unitised volumes underpins the need for Dublin Port Company to continue the major €1 billion investment programme from now to 2029. In December, we finalised a €300 million private placement debt facility and, with the finance now in place, capital investment will continue apace during 2020 on the Alexandra Basin Redevelopment Project, at Dublin Inland Port and on the redevelopment of the port's road network to provide the capacity needed as the port grows to maximum capacity utilisation by 2040.

During 2019, we submitted the Masterplan's second strategic infrastructure development project, the MP2 Project, to An Bord Pleanála and hope to get a decision in the coming months. The MP2 Project is designed to greatly increase Dublin Port's capacity for both Ro-Ro and Lo-Lo and to do this with no expansion into Dublin Bay. This is a key commitment in our Masterplan.

While the final impacts from Brexit remain unknown, we have completed a series of projects during 2019 in conjunction with the OPW to provide the border infrastructure needed for whatever level of checks are ultimately required.

Eamonn O'Reilly
CEO,
Dublin Port Company

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Year in Review: 2019

The public can "cross the Liffey in a Jiffy" on the historic No. 11 Liffey Ferry water taxi service, proceeds of which will fund the return of a local maritime training programme.

Liffey Ferry Returns After 35 Years

January 2019 saw the return of the historic No.11 Liffey Ferry to the capital's waters 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 had been vital in linking the North docks 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 is 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.

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. 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, was instrumental in preserving the boat in recent years, and who was back at the helm again to ferry a new generation of passengers north and south of the river.

"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 then Lord Mayor 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."

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, said: "Dublin City Council is proud to support the return of the No. 11 Liffey Ferry, bridging the city north and south for pedestrians, commuters and tourists alike. 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 the 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."

National Biodiversity Conference Held in Dublin

The National Biodiversity Conference took place in Dublin Castle under the theme New Horizons for Nature.

February saw the inaugural National Biodiversity Conference taking place in Dublin Castle. With the theme New Horizons for Nature, the conference saw the announcement of a conference charter, 'Our Seeds for Nature'.

The Charter was agreed at a meeting chaired by Minister Josepha Madigan TD in Dublin Castle on the first day of the conference (February 20), which was attended by Minister Bruton and Minister Doyle, along with senior leaders from 14 Government, state agency, private sector and non-governmental organisations, including Dublin Port Company.

The 'Our Seeds For Nature' Charter comprises a suite of commitments for nature and biodiversity that go beyond the respective organisations' current work programmes to support, scale up and fast track the implementation of the National Biodiversity Action Plan.

As part of the charter, Dublin Port Company committed to developing a Natural Capital Policy for Dublin Port to provide a framework for the Port to achieve sustainability, complementing the implementation of Masterplan 2040 (reviewed 2018) as part of which €1 billion will be invested in port infrastructure in Dublin over the next 10 years.

Speaking about the Charter, Minister Josepha Madigan, TD, said: "It's time to roll up our sleeves to support biodiversity conservation, enhancement and restoration in Ireland and I am delighted to work with my colleagues across Government and partners in the private and non-governmental sectors to commit to the new horizon for nature. Biodiversity in Ireland is facing significant threats and challenges. The commitments outlined in the 'Our Seeds For Nature' Conference Charter show that we can work together to implement a shared vision for nature, as outlined in the National Biodiversity Action Plan."

President Michael D. Higgins at the National Biodiversity Conference.

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Increased Ro-Ro Capacity on Rotterdam-Dublin Route

February 2019 saw CLdN Ro-Ro SA announce the expansion of their Irish service, in line with the previously published fleet development programme, with brand new vessels joining the fleet.

CLdN Ro-Ro SA deployed dedicated vessels to operate on the direct Rotterdam-Dublin route from February 26, offering an increase from three to four sailings in each direction, whilst improving the spread of the sailings and increasing capacity.

Three of the sailings are Ro-Ro vessels, departing from Rotterdam on a Tuesday, Thursday and Saturday and from Dublin on Thursday, Saturday and Monday. In addition, one Lo-Lo vessel now sails ex Rotterdam on Saturday and ex Dublin on Tuesday.

This expansion allows customers to maximise equipment turnaround without having to rely on land-bridge solutions going forwards, thus strengthening the direct Irish Continental trade.

"These further developments are in line with CLdN's long-term strategy, supported by substantial investments in both terminals and fleet, guaranteeing our customers continuity and a solid service on the Irish corridor for many years to come," noted a spokesperson for CLdN Ro-Ro SA. "It also shows the company's ability to adapt to challenging market conditions, and our customers' demands, in a very flexible and rapid way."

Harbour2Harbour Walk Raises Funds for Aware

More than 2,000 enthusiastic walkers took part in the 14th annual Aware Harbour2Harbour Walk on St Patrick's Day. The 16.2 mile/26km challenge, with the option of starting from Howth Harbour or Dun Laoghaire Harbour, raises vital funds for mental health organisation, Aware.

The walk took participants along the scenic Dublin Bay route with a 'Halfway Hooley' hosted at Dublin Port Company's public plaza.

"As a result of this and other fundraising efforts, Aware is able to provide vital support services for individuals and families impacted by depression or bipolar disorder, as well as offering free positive mental health programmes for adults and senior cycle students nationwide," said Gerry O'Brien, Head of Fundraising at Aware. "Thanks to the generous sponsorship from Dublin Port Company, every single penny raised from the Harbour2Harbour Walk will go towards these services, helping ensure that Aware continues to make a real difference in the lives of others throughout the year."

Speaking about their involvement, Eamonn O'Reilly, CEO at Dublin Port Company, commented: "Dublin Port is once again delighted to throw its support behind the Harbour2Harbour Walk. With thousands taking part, it has become one of the fundraising highlights of the year. It is a great day that brings so many people together and it is the perfect way to see Dublin's harbours, river and city, all while raising funds for Aware."

New Brexit Buster Ship Expands Direct Cargo Sailings to Europe

In late March, Dublin Port announced that CLdN, the Luxembourg-based short-sea Ro-Ro shipping company and owner of the 'Brexit Buster' MV Celine, has added its newly built ship, MV Laureline, onto its direct Ro-Ro freight service from Dublin Port to the Continental European ports of Zeebrugge and Rotterdam. After MV Celine, the MV Laureline is now the second biggest freight ferry to service Dublin Port.

The move saw CLdN's service increase in total capacity by 20%, bringing the total possible number of direct sailings weekly offered by CLdN between Dublin Port and Continental Europe to seven. Operating out of Alexandra Basin, CLdN accounts for 40% of all units moved between Dublin Port and Continental Europe.

Departing Dublin Port on the original 'Brexit Day' of March 29, MV Laureline offers additional capacity to customers needing direct shipping routes between Dublin and Continental Europe and is the latest addition to the CLdN fleet. Built in Ulsan, South Korea, the MV Laureline is the third new ship generation in the CLdN fleet to enter service in Dublin Port, following the MV Mazarine in 2010 and the MV Celine in 2018, both of which were christened in Dublin.

Ships like MV Laureline and MV Celine can now call to Dublin thanks to Dublin Port Company's Alexandra Basin Redevelopment (ABR) Project, which created new berths in time to accommodate expanding freight services on the next generation of super ferries.

"The arrival of Laureline at Dublin Port is further evidence of the shipping industry responding to market demand with Brexit upon us," noted Eamonn O'Reilly, Chief Executive, Dublin Port Company. "It is a vote of confidence by CLdN in expanding its Dublin service so soon after the introduction of Celine and is mirrored by other significant customer investments, such as Irish Ferries' new ship W.B. Yeats servicing both freight and passenger demand between Dublin and Cherbourg.

"We anticipate that demand for direct services between Dublin Port and Continental Europe will increase further after Brexit. As it stands, two and half times more goods already move on direct routes from Dublin than via the UK landbridge. We're increasingly seeing cargo such as fast-moving consumer goods, temperature-controlled foodstuffs and goods previously distributed from UK distribution centres moving on direct services such as these.

"The combination of Brexit and the huge growth in cargo volumes in Dublin Port (36% in six years) is an enormous challenge. However, the ambitious port development programme we commenced with the ABR Project is enabling us to meet this challenge. Looking forward, we will continue to expand capacity in Dublin Port guided by Masterplan 2040 with €1 billion to be invested in the next ten years alone."

A representative of CLdN, said: "As a company we have taken a long-term view on Dublin Port and invested accordingly. Our next generation of Ro-Ro vessels, MV Celine and now MV Laureline, are testament to that commitment."

MV Laureline: the second biggest freight ferry to service Dublin Port.

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Dublin Bay Biosphere Hosts International UNESCO EuroMAB Conference

From April 2-5, Dublin Bay Biosphere hosted the UNESCO EuroMAB conference, which saw Biosphere practitioners, managers, policy-makers, researchers, educators, ecologists, scientists, social entrepreneurs, creatives and community leaders from across Europe, North America and Canada coming together to develop 'local actions for global challenges'.

Through a series of workshops and field trips, the conference considered tangible outcomes that can be implemented both by individual Biospheres, and collectively as part of the World Network, which will support the Sustainable Development Goals of Agenda 2030.

Delegates deliberated on best practice in tackling marine plastics, empowering young people to take action, promoting the circular economy, engaging local enterprises in responsible tourism, adding value to local economies through charters and branding, developing research platforms and partnerships with universities, promoting learning through art and culture, and acting as climate change observatories, among others.

Field trips to Howth Head, Bull Island, Dublin Port, Dalkey and Dublin Bay provided delegates with an opportunity to experience the special place which is Dublin Bay, a unique UNESCO Biosphere in a major European city.

Port Stories Theatre Programme

May 2019 saw the launch of Port Stories, a theatre programme that placed Dublin Port, its history, characters, folklore and legacy at its core.

The Lir Academy teamed up with Ringsend College and together with Louise Lowe from Anu Productions, facilitated a 10-day theatre-led outreach programme with transition year (TY) students. This programme offered the students a flavour of the subjects covered at The Lir Academy, including acting, physical theatre, stage combat, stage management, sound design, costume, voice and movement.

A primary aim of this project was 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. At the end of the training, students from the College had the opportunity to share their learnings with an invited audience.

In tandem with outreach work in Ringsend College, The Lir Academy's current second year acting students were immersed in Dublin Port, literally! Directed by Louise Lowe, Lir students carried out independent research into Dublin Port stories and characters and from this, created and perform a devised piece of theatre to take place at Dublin Port.

South Docks Festival

The Lord Mayor of Dublin, Paul McAuliffe, got the vibrant celebrations of the South Docks Festival underway at Sir John Rogerson's Quay in July. Joined by members of the local port community and Dublin Port Chief Executive, Eamonn O'Reilly, the Lord Mayor took to the waters of Dublin Bay with a trip on board MV St. Bridget.

The South Docks Festival is run by the staff and volunteers at St Andrew's Resource Centre in collaboration with local communities around Pearse Street, Westland Row and City Quay. It is a celebration of community and heritage, taking pride in the identity inherent in the South Dublin Docklands area.

Pictured enjoying the official launch of the annual South Docks Festival were Lisa Kelleher, coordinator at St Andrew's Resource Centre; Paul McAuliffe, Lord Mayor of Dublin and Honorary Admiral of Dublin Port; clown Johnie K (front); Dolores Wilson, Chairperson of St Andrew's Resource Centre, South Docks Festival; and Eamonn O'Reilly, Chief Executive of Dublin Port Company.

Dublin Port Announces New Dwell-Time Initiative to Increase Port Capacity Post-Brexit

Containers and freight trailers must move through Dublin Port lands at faster pace as growth continues.

June 1 saw the implementation of an initiative to decrease the dwell time of containers and trailers at Dublin Port so as to increase the Port's throughput capacity for future growth.

Phase 1 of the Dublin Port Dwell Time Initiative saw Dublin Port Company (DPC) reduce the free time period allowed for containers and trailers (from seven days to four days) at one of the three container terminals in Dublin Port which handles trade with Continental Europe. DPC also doubled the daily quay charges applied after this free period (from €20 per day to €40 per day for a 40' container).

The changes came into effect on June 1 and apply to container and trailer traffic using the terminal operated by Doyle Shipping Group (DSG). The terminal is owned and controlled by Dublin Port Company.

Dwell Time refers to the amount of time an import container or trailer spends waiting to be picked up at a terminal after being unloaded from a ship (or the time an export container or trailer spends in a terminal before being loaded onto a ship). After the allowed free period, daily quay charges are applied until the container or trailer leaves the terminal.

DPC is introducing the measure in order to maximise the use of land at the terminal. Shorter dwell times will lead to fewer containers being stored for longer than necessary, thereby freeing up space for more cargo to move through the same amount of land. This increases port capacity.

Eamonn O'Reilly, Chief Executive, Dublin Port Company, said, "Our container terminals are operating at half of the target land utilisation we set for them in our Franchise Policy in 2014. One of the impacts of Brexit is that we have to achieve these targets sooner. The Dublin Port Dwell Time Initiative provides essential financial incentives to move cargo through the port more quickly.

"I am calling on the operators of the two leased container terminals – ICG's DFT Container Terminal and Peel Ports – to follow our example and become similarly ambitious in the efficient use of Dublin Port land.

"It is no longer acceptable for shipping lines and container terminals to compete with each other based on how inefficiently they use scarce port lands. We are focusing first on Dublin Port's three container terminals and our objective is to reduce average dwell times in the three terminals to two days by the end of 2021.

"The changes we are introducing will require significant alterations in supply chains. With volumes growing rapidly and Dublin Port set to reach full capacity by 2040, the days of container terminals in Dublin Port providing free or very cheap storage for importers or exporters are coming to an end."

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Majestic Mexican Tall Ship Arrives in Dublin

September saw Dublin Port Company and the Mexican Embassy in Dublin welcoming one of the world's largest Tall Ships, the 270-foot-long Cuauhtémoc, for a five-day visit to the capital. She was berthed at Sir John Rogerson's Quay for the duration of her stay, and was open to the public to visit, free of charge, during her stay in Dublin.

Having arrived from Hamburg, Dublin was the second-last stop on the ship's 250-day training voyage of Northern Europe involving visits to 15 ports in 10 different countries (Canada, United Kingdom, France, Netherlands, Denmark, Norway, Germany, Ireland, Spain and Colombia).

Led by Commanding Officer Captain Carlos Gorraez Meraz, the Cuauhtémoc is an official sail training vessel of the Mexican Navy which travels around the world carrying a message of friendship and goodwill. This is the Cuauhtémoc's fifth visit to Irish waters since her maiden call in 1998. She subsequently visited the capital in 2008, in 2012 as part of the Tall Ships festival and again in 2015.

Members of the public visiting the ship were able to get a closer insight into life on board for the 257-strong crew and inspect the fine craftsmanship of the vessel which has trained more than 30 generations of officers, cadets, petty officers and sailors, both Mexican and other nationalities.

Commenting on the tall ship's visit, The Ambassador of Mexico to Ireland, H.E. Miguel Malfavón, said, "For over 40 years, Mexico has enjoyed excellent diplomatic relations with Ireland built on a shared sense of history and strengthening cultural, academic and trading ties in the present day. The arrival of the Cuauhtémoc reminds us of the affinity and friendship that exists between our two nations and symbolises the hand of friendship from Mexico to Ireland. For most of the crew on board, this is their first visit to Ireland, marking a new generation of Mexican-Irish exchange."

Eamonn O'Reilly, Chief Executive, Dublin Port Company, said; "Tall Ship visits to Dublin are always a highlight and the Cuauhtémoc is no exception. This is a spectacular vessel and one of the finest working tall ships at sea today."

Built in the Celaya shipyards in Bilbao, Spain, the Cuauhtémoc was launched in July 1982. She was the last of four windjammers built by Bilbao shipyards and is named after the last Aztec Emperor who was imprisoned and executed by the conquistador, Hernán Cortés, in 1525.

President of Ireland, Michael D. Higgins, pictured with the crew of the Cuauhtémoc.

Dublin Port Shortlisted for ESPO Award

Dublin Port was one of four ports around the continent to be shortlisted for the 11th European Sea Ports Organisation (ESPO) Award on Societal Integration of Ports. The theme of the 2019 edition was 'Transparency and the role of social media in reaching out to the local community'.

Using social media as a new way of communicating and demonstrating a high level of transparency about operational achievements, future strategies and environmental challenges and performance is becoming increasingly important for European ports, who can only function and further develop if they receive the licence to operate from the local citizens.

The ESPO Award was established in 2009 to promote innovative projects of port authorities that improve societal integration of ports, especially with the city or wider community in which they are located. In this way, the Award wants to stimulate the sustainable development of European ports and their cities.

Dublin Port Company creates online maritime community: #MyPortPerspective digital photo competition was shortlisted for an ESPO Award on the Societal Integration of Ports.

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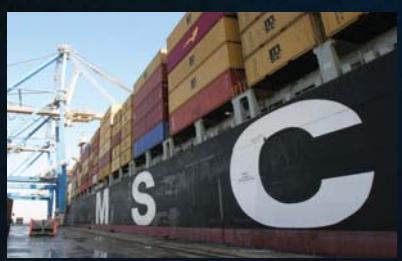

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Argentinian Naval Tall Ship Libertad in Dublin Port.

Argentinian Tall Ship Arrives in Dublin

One of the world's largest Tall Ships, Argentina's Libertad, was welcomed into Dublin Port in November by Dublin Port Company and the Embassy of Argentina in Dublin. The 340-foot-long Libertad sailed into Dublin for a five-day visit to the capital, where she was berthed at Sir John Rogerson's Quay, and was open to the public to visit, free of charge.

Having arrived from London, the Libertad left for Boston as part of its 160-day training voyage, involving visits to 14 ports across 10 countries (Brazil, Spain, Portugal, France, Belgium, England, Ireland, the United States, Barbados and Uruguay).

Led by Commanding Officer Captain Juan Carlos Romay, the Libertad is an official sail training vessel of the Argentinian Navy which travels around the world carrying a message of goodwill. This will be the Libertad's ninth visit to Irish waters since her maiden call in 1968. She subsequently visited the capital in 2012 as part of the Tall Ships festival and again in 2016 as part of her "bicentennial journey" to mark 200 years of Argentinian independence.

"For more than 70 years, Argentina and Ireland have enjoyed excellent diplomatic relations built on a shared sense of history and a mutual desire to strengthen our cultural, academic and trading ties," noted The Ambassador of Argentina to Ireland, Laura Bernal. "The arrival of the Libertad reminds us of the deep connection that exists between our two nations and symbolises the hand of friendship from Argentina to Ireland, and it is fantastic to begin another chapter of Argentinian-Irish relations. For most of the cadets on board, it will be their first visit to Ireland, which means it is a special opportunity to visit the birthplace of Admiral Brown and pay tribute to his service to Argentina and the Argentinian navy."

Eamonn O'Reilly, Chief Executive, Dublin Port Company, said; "Argentina's naval history has deep roots in Ireland and the Libertad's visit provides the public with a unique opportunity to learn more about this fascinating piece of history."

Built in the Rio Santiago shipyards in Buenos Aires, the Libertad was launched in May 1956. In 1966, she set a record for the fasting crossing of the North Atlantic using only sail propulsion (with a time of 8 days and 12 hours) between Cape Race, Canada and the English Channel – a record that still stands today.

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3089 KM Rotterdam,
Netherlands
T: +31 (0) 10 428 3700

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New Pilot Boat Arrives in Dublin Port

Dublin Port Company took delivery of a new Pilot Boat, named DPC Tolka, in December 2019. The state-of-the art vessel arrived in Dublin Port, having set sail from Great Yarmouth via Lowestoft, Dover, Gosport, Plymouth, Falmouth and Milford Haven.

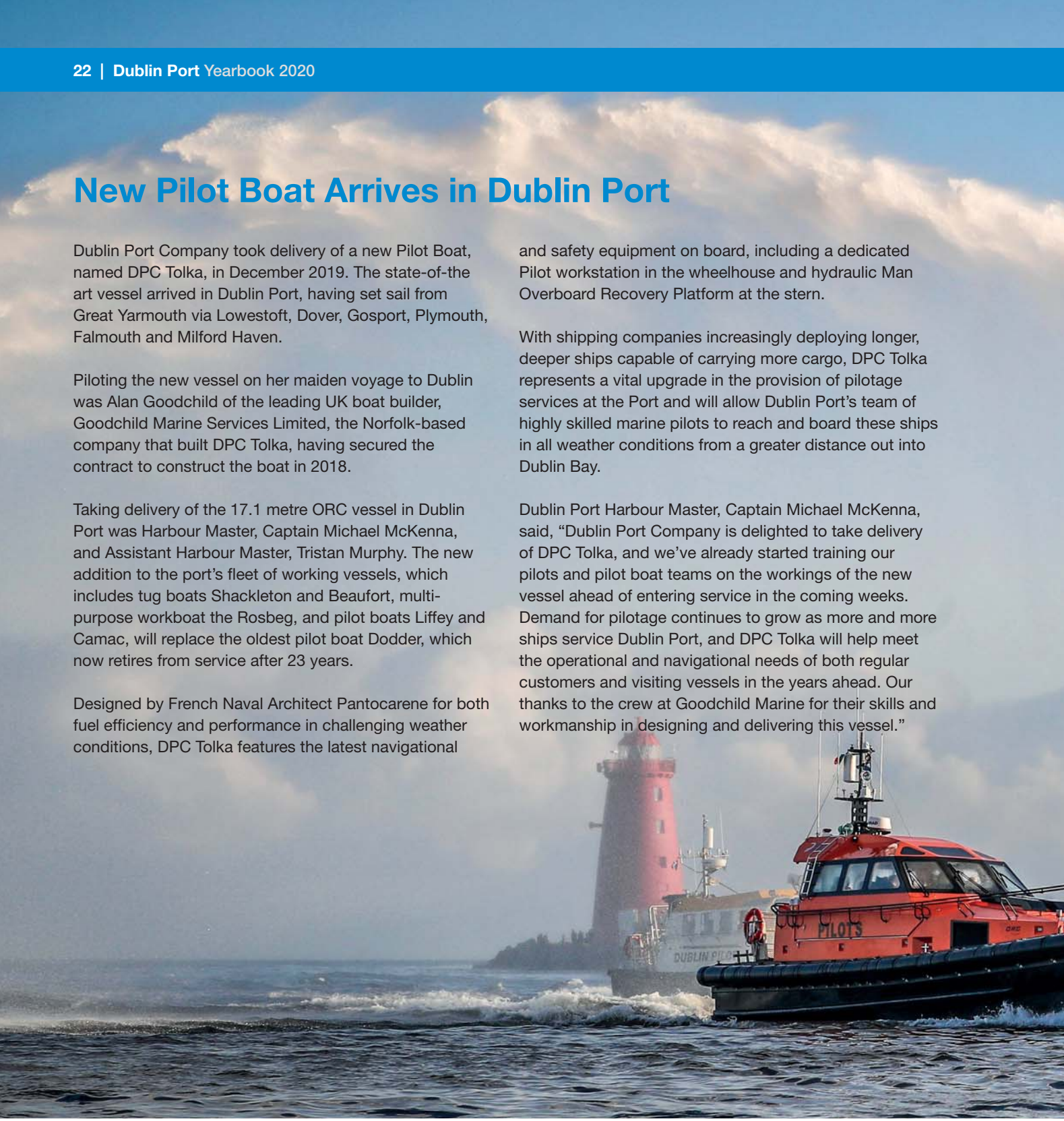
Piloting the new vessel on her maiden voyage to Dublin was Alan Goodchild of the leading UK boat builder, Goodchild Marine Services Limited, the Norfolk-based company that built DPC Tolka, having secured the contract to construct the boat in 2018.

Taking delivery of the 17.1 metre ORC vessel in Dublin Port was Harbour Master, Captain Michael McKenna, and Assistant Harbour Master, Tristan Murphy. The new addition to the port's fleet of working vessels, which includes tug boats Shackleton and Beaufort, multi-purpose workboat the Rosbeg, and pilot boats Liffey and Camac, will replace the oldest pilot boat Dodder, which now retires from service after 23 years.

Designed by French Naval Architect Pantocarene for both fuel efficiency and performance in challenging weather conditions, DPC Tolka features the latest navigational and safety equipment on board, including a dedicated Pilot workstation in the wheelhouse and hydraulic Man Overboard Recovery Platform at the stern.

With shipping companies increasingly deploying longer, deeper ships capable of carrying more cargo, DPC Tolka represents a vital upgrade in the provision of pilotage services at the Port and will allow Dublin Port's team of highly skilled marine pilots to reach and board these ships in all weather conditions from a greater distance out into Dublin Bay.

Dublin Port Harbour Master, Captain Michael McKenna, said, "Dublin Port Company is delighted to take delivery of DPC Tolka, and we've already started training our pilots and pilot boat teams on the workings of the new vessel ahead of entering service in the coming weeks. Demand for pilotage continues to grow as more and more ships service Dublin Port, and DPC Tolka will help meet the operational and navigational needs of both regular customers and visiting vessels in the years ahead. Our thanks to the crew at Goodchild Marine for their skills and workmanship in designing and delivering this vessel."



Eamonn O'Reilly, Chief Executive, Dublin Port Company, added: "Investment in infrastructure is not simply confined to marine engineering works such as building quay walls, but also extends to the fleet that keeps the Port operational around the clock. Our pilots increasingly need to embark and disembark from much larger capacity ships, often in poor weather conditions or at peak times when demands for pilotage services are highest. DPC Tolka has allowed us to upgrade our equipment in line with customer investment in new ships and additional capacity on existing routes."

Alan Goodchild, Managing Director, Goodchild Marine, said: "Our flagship ORC range of pilot boats are certainly making waves within the industry and we are delighted to be able to export our first ORC 171 to Dublin Port Company. The pilot operation across the UK and Europe now demands bigger and stronger boats that can withstand the most challenging conditions. We believe we have responded to market demand by producing such a vessel."

Steve Pierce, General Manager, Goodchild Marine said: "It is very important for us to consider the impact that our boats make, both financially and environmentally. Our ORCs are becoming renowned for cutting fuel emissions, with customers reporting fuel savings of up to 40% a year, which we hope is an incentive for both existing and potential clients."

Dublin Port on Shortlist for Engineering Project of the Year

The Engineers Ireland Excellence Awards 2019 saw two projects at Dublin Port nominated. Keating, as part of the Roadbridge Keating Joint Venture, was shortlisted for two awards for their work on Dublin Port's Ocean Pier Berth 31-34 and Ro-Ro Jetty.

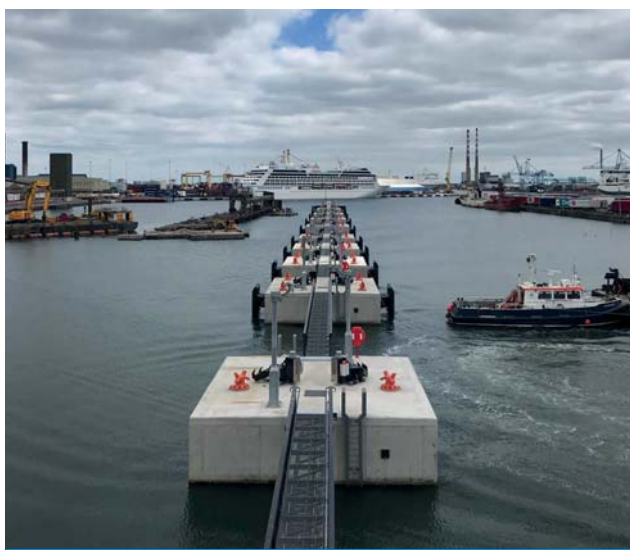
The Engineering Project of the Year Award recognises the highest level of achievement in the engineering field and provides peer recognition of outstanding Irish engineering work.

Dublin Port Company (DPC) is developing Dublin Port on the basis of Masterplan 2040. This was first published in 2012 and reviewed and updated in 2018. Development works at Dublin Port are already advanced with construction of the Alexandra Basin Redevelopment (ABR) Project well under way and capital investment of €1 billion planned over the next decade.

Keating, as part of the Roadbridge Keating Joint Venture, has been working with Dublin Port under a Single Party Framework to deliver a major share of the required capital infrastructure, including Ocean Pier Berth 31-34.

The first section of this project, 'Berth 31/32' was commissioned in February 2017 and involved the design and construction of 90m of deepwater combi-quay wall under a challenging delivery programme. The complex quay structure included two linkspan bankseats for a novel interchangeable linkspan solution. This section of works was programmed, budgeted, designed and constructed in under 174 days, all while keeping port operations active and while working within strict environmental rules. 'Berths 32-34' were subsequently commissioned. Remarkably, this highly technical 340m quay wall structure was programmed, budgeted, designed and constructed all within a 197-day off-season possession, improving on the previous record set by 'Berth 31/32'.

The Dublin Port ABR Ro-Ro Jetty project is a critical element of the overall Alexandra Basin Redevelopment project. The ambitious project has delivered a new jetty which is future proofed to cater for the largest in class Ro-Ro vessels in the world. Delivered in a truly collaborative fashion from concept to construction, this 273m long jetty was delivered on time and within budget using highly innovative solutions and bespoke construction techniques.



The new Ro-Ro Jetty at Dublin Port.

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MP2: the Next Phase of Development

Dublin Port Company's €320 million MP2 Project, which is currently before An Bord Pleanála, is the next phase of its Masterplan 2040. Brendan Considine, DPC's Capital Programme Director, and Sarah Horgan, Project Manager, explain what it involves and why it is necessary for the future development of Dublin Port.

Brendan Considine, Capital Programme Director, Dublin Port Company.

Dublin Port Company's MP2 Project is the second major Strategic Infrastructure Development project from its Masterplan 2040. The project involves an application for phased development works within existing port lands in the north-eastern part of the Port so as to deliver additional Ro-Ro (truck) and Lo-Lo (container) capacity.

The entire €320 million project was submitted in a comprehensive application to An Bord Pleanala in July 2019. This followed extensive consultation with stakeholders, including the local community, customers, State agencies, Dublin City Council, Government departments and other public bodies.

Brendan Considine, Capital Programme Director, outlined the background to the application: "The scale of the MP2 project, and the construction sequencing required, necessitated an application for a 15-year planning permission. This is based on our experience of constructing major capital projects in Dublin Port in recent years. An Oral Hearing on the application was held in December 2019 and Dublin Port Company awaits the decision from An Bord Pleanála on the development – at present expected by the end of March 2020.

"MP2 is one of the three main components of the Masterplan to deliver maximum capacity for the Port by 2040, the others being the Alexandra Basin Redevelopment (ABR) which is currently under construction, and the future South Port Project, which will be called MP3. By reconfiguring how existing facilities and lands are currently used, MP2, if consented, will deliver about 15 million tonnes of additional capacity, which is about a third of the Masterplan's total increase in port capacity from 2010 to 2040. That's why it is such a pivotal project for us."

Key elements of the application include:

- A new open structure Ro-Ro jetty (Berth 53) for ferries up to 240m in length on an alignment north of the port's fairway and south and parallel to – but detached from – the boundary of the South Dublin Bay and River Tolka SPA;

A CGI of the Heritage Zone at the eastern end of the Port, with the new open structure Ro-Ro jetty (Berth 53) visible to the left.

- An adjustment of the Berth 52 orientation permitted under an existing Bord Pleanála permission;
- A lengthening of an existing river berth (50A) to provide the Container Freight Terminal with additional capacity to handle larger container ships. These works will include the infilling of the basin east of the now virtually redundant Oil Berth 4 on the Eastern Oil Jetty;
- The redevelopment and future-proofing of Oil Berth 3 as a future deep-water container berth for the Container Freight Terminal. The future-proofing will facilitate the change of use of the berth from petroleum importation to container handling when the throughput of petroleum products through Dublin Port declines as a result of national policies to decarbonise the economy;
- Consolidation of passenger terminal buildings, demolition of redundant structures and buildings, and removal of redundant connector roads so as to increase the area of land for the transit storage of Ro-Ro freight units.

Key Infrastructure Project

"The project currently being considered by An Bord Pleanála involves significant elements of marine infrastructure at the east of the Port," explains Sarah Horgan, Project Manager. "Every ship entering the Port will have to pass the works, so it's critical to minimise any disruption during construction. Given the scale of the works, the presented planning application facilitates doing one element of the project at a time so that impacts are minimised. The delivery programme and methods of construction outlined in the application have been tailored to achieve this. For instance, when it comes to the proposed works on Oil Berth 3, no piling will take place while vessels on adjacent oil berths are discharging."

"MP2 reinforces our commitment to not infill into Dublin Bay," Brendan adds. "By proposing to build these new

Sarah Horgan, Project Manager, Dublin Port Company.

berths and by reconfiguring our existing footprint to maximise its use, we are optimising land we already have so that Dublin Port can handle rising capacity demands over the coming years. The level of demand can be seen from the fact that Port throughput in Ro-Ro and Lo-Lo has increased by 41% over the last six years. Growth like this is driving the need for the MP2 project."

Increasing River Berths

If consented, MP2 will also increase Dublin Port's capacity to handle growing ship sizes by providing three longer, deeper, river berths capable of taking Ro-Ro ferries and Lo-Lo container ships measuring up to 240m in length, thus "future-proofing the port to handle these larger ships," according to Sarah. "When you build brand new berths such as these, you can future proof them for greater berth depths, something which is very difficult with existing berths. MP2's proposed deeper berth pockets will allow us to handle bigger ships with more capacity."

Special Protection Area

There is a large Special Protection Area (SPA) to the north-east of proposed Berth 53, including the entire Tolka Estuary. Dublin Port Company maintains a strong commitment to sustainable environmental management and to the protection of adjacent Natura 2000 sites. This commitment informed the approach taken when the MP2 Project was being designed and assessed for planning. "We have thoroughly examined all the key issues related to the SPA and the Liffey Channel, and used computer modelling as well as numerous studies to demonstrate that the proposed MP2 project will not have a negative impact on the SPA," Sarah summarises.

"Preparing an application of this scale involved a huge effort across DPC and its appointed team of consultants over a period of two years", she notes. "The team spanned marine and civil design, planning, environmental assessment, marine navigation, traffic modelling, port operations, legal, and heritage. In particular, we worked very closely with our environmental consultants and relevant external agencies to ensure all environmental issues were identified and addressed in the planning application. The Harbour Master, Michael McKenna, also played a key role, ensuring the project was optimised and future-proofed for marine navigation. In this regard, a team from DPC along with the design team spent time at the ship simulation centre at HR Wallingford to test out various iterations of the design proposals".

Reconfiguring Oil Berth 3

The reconfiguration of Oil Berth 3 is a crucial part of the proposed project.

"55% of Irish petroleum imports come through Dublin Port. Given Government policy and the general drive to de-carbonise the economy, the amount of oil imports should decrease over the coming years," explains Brendan. "As part of MP2, we are reconfiguring one of the oil berths so that we can ultimately use it as a Lo-Lo

The proposed Heritage Zone includes a Marker, incorporating the lighthouse bell and lantern, and an Aeolian Harp, a stringed musical instrument which is "played" by the wind.

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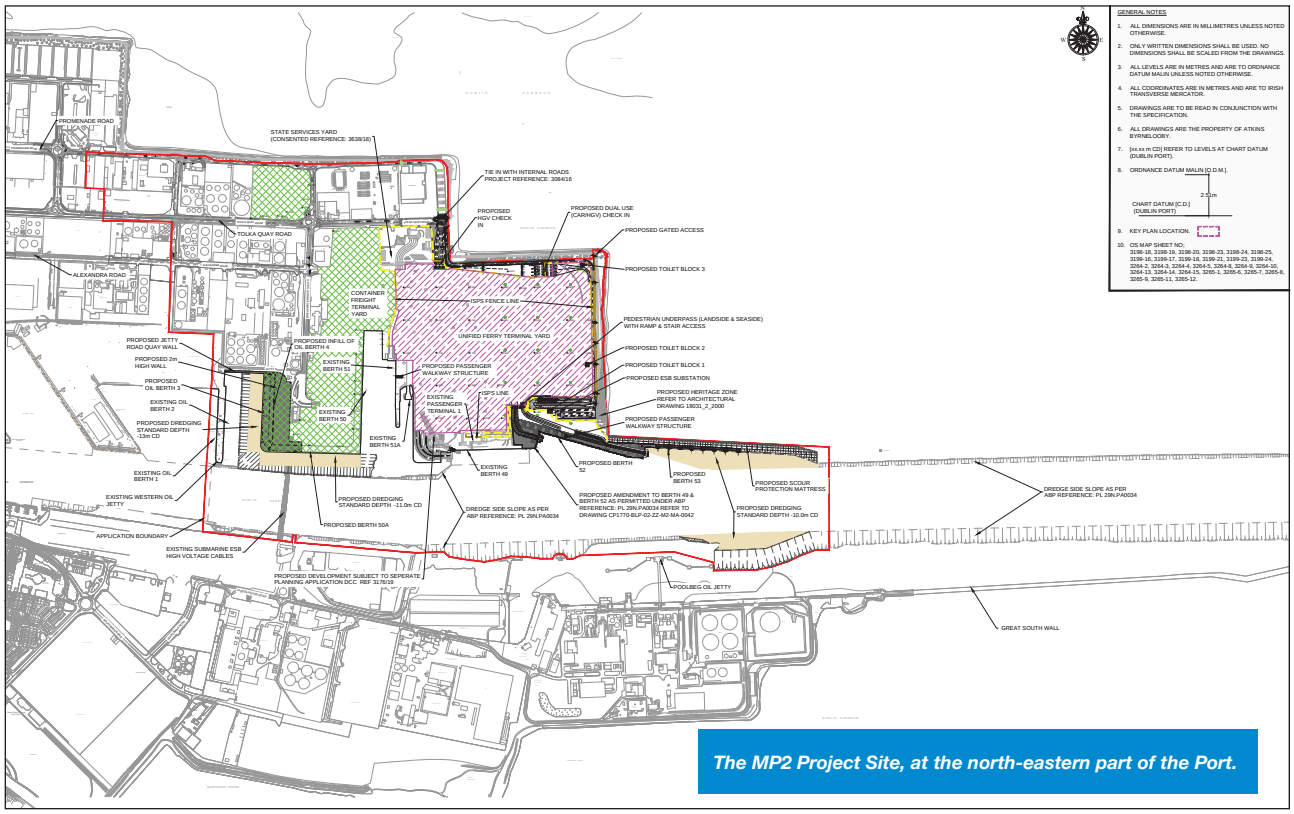

The MP2 Project Site, at the north-eastern part of the Port.

container terminal once oil imports fall to a level where we no longer need the berth.

"While we can't predict exactly when that will happen, the MP2 Project has been designed and is proposed to allow us to be ready in advance, rather than trying to play catch-up when it does happen. We are future-proofing the port for changing circumstances."

Heritage Zone

The new 4km greenway for pedestrians and cyclists, overlooking the Tolka Estuary, will finish just to the north of proposed new Berth 53. The MP2 project includes a proposal for a publicly accessible Heritage Zone at this terminus point at the eastern end of the Port. This will include a new structure, a 'Marker', incorporating the original lighthouse bell and lantern from the pier head at the end of the long-gone 19th century eastern breakwater, approximately the same height as the old lighthouse. Beneath the bell and lantern, an Aeolian Harp is proposed, a stringed musical instrument which is "played" by the wind. It will be located above a viewing and interpretive deck.

In addition, the project proposes that there will be a 'Sea Organ', an instrument made from a series of pipes installed at the boundary of the Heritage Zone and open water. Sound is driven by movement of tide and waves. The Heritage Zone will also include a small open performance space/ amphitheatre.

A Community Gain initiative is also proposed as part of the application. This would see DPC establish a €1 million trust fund for Dublin City Council to develop a city farm. This is intended to enhance the local community and benefit the wider city through educational, volunteering and collaboration opportunities. In addition, DPC will establish a €1 million trust fund for St Joseph's Co-Ed Primary School in East Wall, which is the school community closest to the development site.

Next Steps

Should planning permission be granted, DPC will then apply for the licences to carry out the construction work, including a Foreshore Licence, a process which could take up to a year. "If we are successful and are granted the various permissions by Bord Pleanála and others, then we would hope to start heavy construction in 2022," Brendan says.

He believes that DPC's track record on the Dublin Port Masterplan so far, and the ABR project delivery in particular, has built up a level of trust amongst stakeholders and local residents that will stand the proposed MP2 Project in good stead if it gets approval from An Bord Pleanála: "I've no doubt delivering MP2 will be a challenge, if approved, but I know that our team can deliver a first-class project that will build on what we have learned in the ABR project and deliver a crucial element of the Port's Masterplan 2040."

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Preparing for **Brexit**

The departure of the UK from the European Union will mean changes at Dublin Port, including the development of locations for inspection checks, seal checks and documentation checks post-Brexit.

Dublin Port Company (DPC) has invested €30 million in acquiring and developing in excess of 10 hectares of Port lands to be utilised by State Agencies for primary and secondary border inspection sites post Brexit.

DPC has been engaged with OPW for over two years to ensure that there is availability of accommodation for the state to meet its needs arising from Brexit. Once Brexit occurs, the state will require locations for inspection checks, seal checks and documentation checks.

IUPT (Yard 1) – 1.45 ha
This location houses the primary state inspection areas, including revenue, passport control (Guards) and DAFM. DPC developed this area to deliver two inspection sheds, offices, traffic booths and HGV parking. The area is already now in use during the discharge of ships from Irish Ferries and Stena Line.

Yard 2 (former Calor property) – 0.47 ha
The property has been converted into stables and pens for use by racehorses and smaller animals.

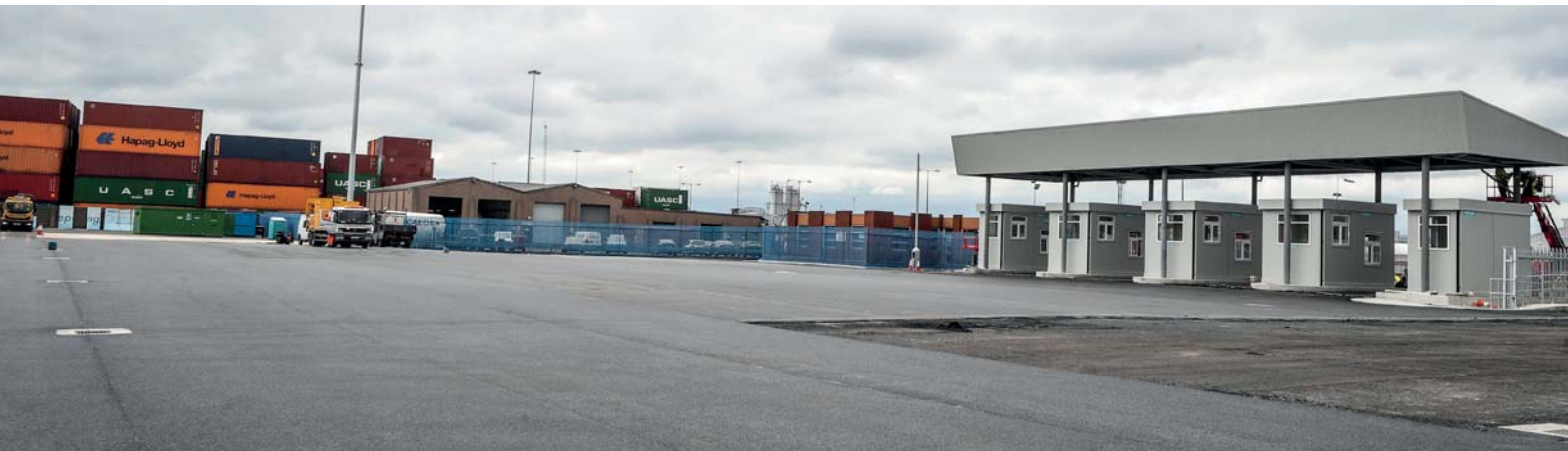
Terminal 7 – 3 ha
This property will be used for seal and documentation checks. OPW have installed queuing booths, portacabins and traffic lanes, which can accommodate up to 120 HGVs at any one time.

Terminal 9 – 2.1 ha
This property will be used by DAFM for inspections for Sanitary and Phytosanitary checks. It has been

substantially retrofitted by OPW to house 12 inspection bays, refrigerated rooms, testing rooms and offices. This property measures circa 4,000 square metres on a site area of 2.1 ha.

T10 (former Wincanton property) – 3 ha
DPC acquired this property in 2019. Once the existing occupier vacated, OPW refitted aspects of the property so that they had access to an additional 14 loading bays and additional HGV queuing.

All of these lands have been leased or licensed to OPW for differing periods of time, allowing the state to prepare its plans for a permanent location to the north of the Port.

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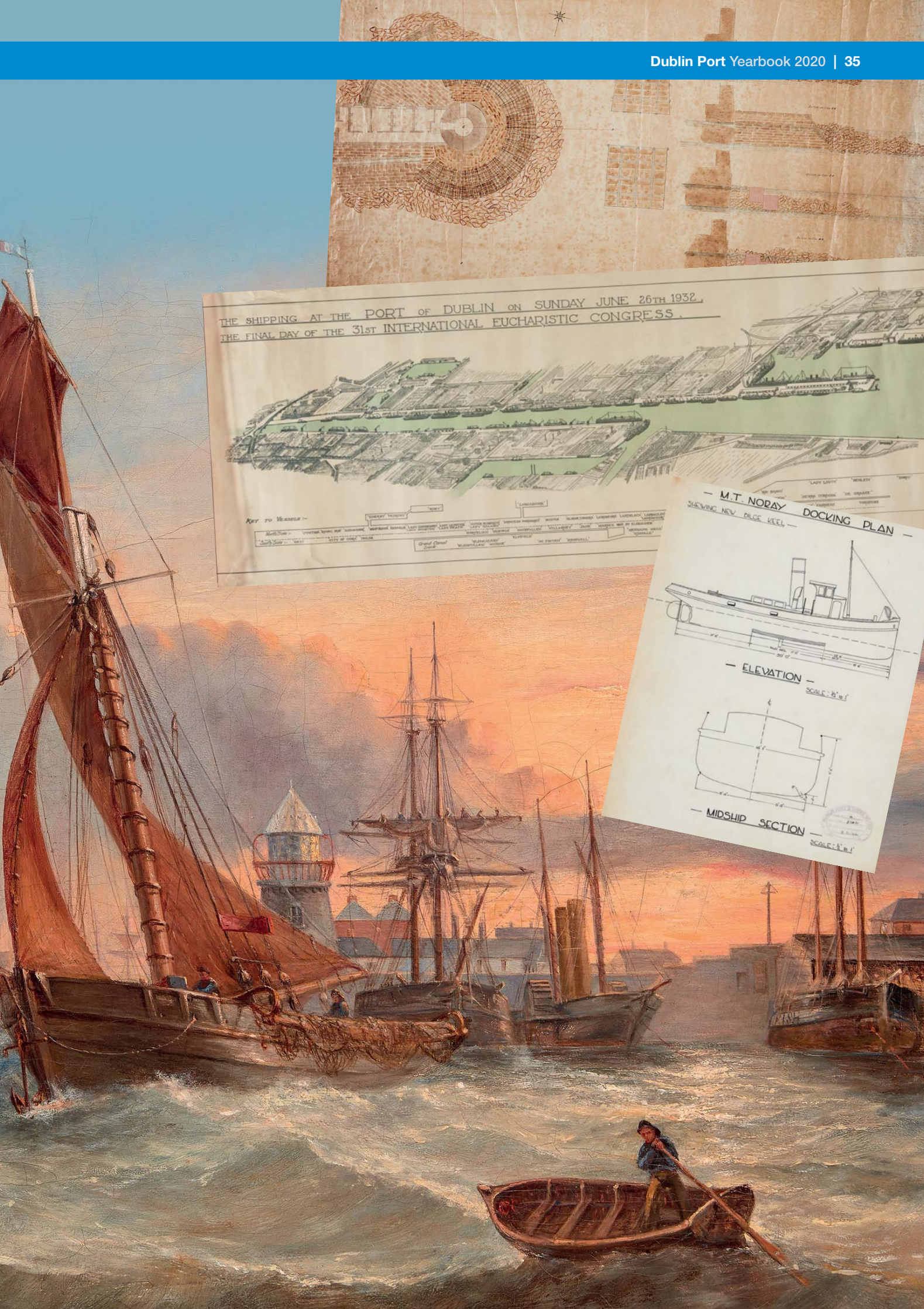
Taking **Pride** in **Our Past**

Port Heritage Director Lar Joye provides an update on the ongoing work to catalogue the extensive collection in the Dublin Port Archive.

During 2019, the heritage team at Dublin Port Archive continued cataloguing the collection, preparing material for scanning and revamping the Dublin Port Archive website.

Glenbeigh Records Management scanned the Port registers prior to 1850, creating a preservation copy of them for researchers. One particular project involved having parts of the Port's museum collections photographed, including a very rare, solid silver Irish trowel which marked the opening of George's Dock in 1817. Work began on scanning the older engineering maps, which includes rare drawings of South Bull Wall signed by the famous Port Engineer, Bindon Blood Stoney.

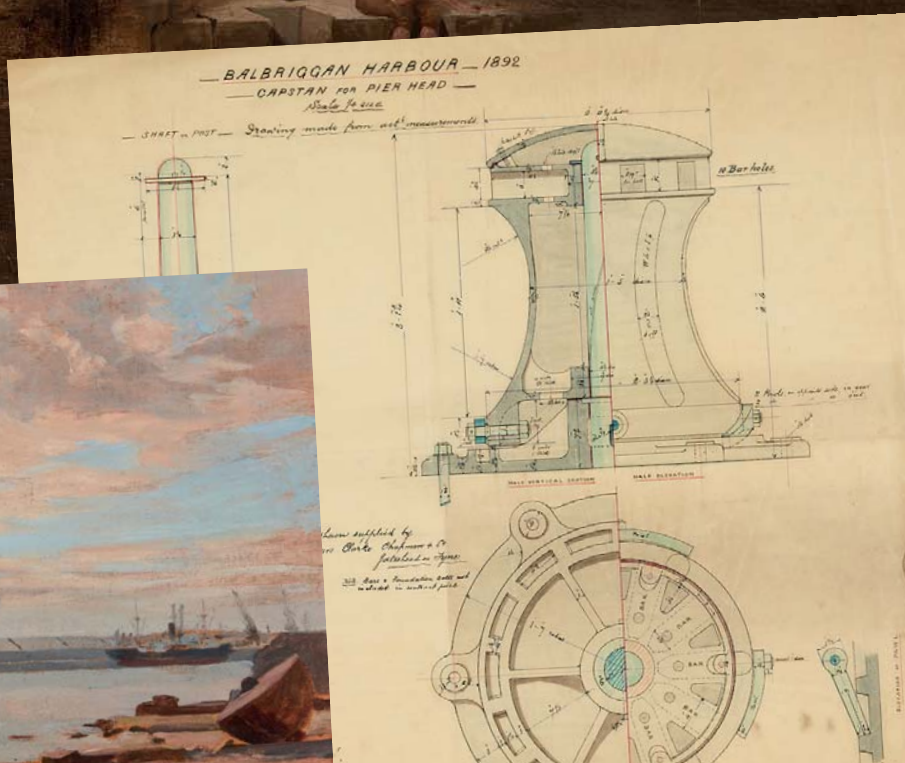

THE SHIPPING AT THE PORT OF DUBLIN ON SUNDAY JUNE 26TH 1932.
THE FINAL DAY OF THE 31ST INTERNATIONAL EUCHARISTIC CONGRESS.
M.T. NORAY DOCKING PLAN
SHEWING NEW DUCE KEEL
ELEVATION
MIDSHIP SECTION

Dublin Port Memory and Story Project
In 2019, we also began working with Dr Tomás Mac Conmara, Oral Historian and Heritage Consultant, on the Dublin Port Memory and Story Project, which will allow us to interview current and retired members of the Port staff.

In 2019, the Archive website was overhauled, with additional material added to the site, including a rare film of tea arriving from India and the glass plate negatives of the expansion of the Port in the 1920s. To mark Archive week in November 2019, a short film about the archive was created by the social media team.

Following the success of the project in 2018, lectures were once again arranged to tie in with Heritage Week in August and the Dublin History Festival in October, which included talks on the submarine war fought around Ireland in the last two years of World War One and a talk and walking tour of ever popular Diving Bell on Sir John Rogerson's Quay. Dublin's smallest museum is now receiving 100,000 visitors a year.

In November, we hosted the Dublin Book Festival and lecture by Michael Brannigan, who will be publishing a book about the Dublin Port called Moving East.


BALBRIGGAN HARBOUR — 1892
CAPSTAN FOR PIER HEAD
Drawing made from act measurements

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Future of Cruise Tourism **Under Debate**

Dublin Port Company recently undertook a public consultation on the future of cruise tourism at the port, in light of a number of challenging issues that have emerged in the years since the publication of the original Masterplan document.

Dublin Port Company (DPC) in October 2019 launched a public consultation on the future of cruise tourism at Dublin Port. To help inform the consultation process, DPC published a consultation document setting out key considerations to be addressed. DPC has also published the findings of an independent economic cost-benefit analysis by Indecon International Economic Consultants and recent research by Fáilte Ireland on expenditure by cruise tourists in Dublin.

The consultation, which opened on October 22, 2019, and ran until January 17, 2020, sought the views of stakeholders on the future development of cruise tourism in Dublin regarding a number of issues, including:

- The appetite of the City of Dublin for large-scale cruise tourism;
- Environmental considerations, specifically air emissions;
- The financial challenge of funding proposed new cruise berths.

New Berths Suitable for Largest Cruise Ships

The context for the consultation is DPC's Alexandra Basin Redevelopment (ABR) Project, which is currently under construction. The final part of this project will involve building new berths suitable for the largest cruise ships at North Wall Quay Extension, east of the Tom Clarke Bridge. Construction is scheduled to start in 2024, meaning the new berths would be available for the cruise season of 2026.

DPC is developing Dublin Port on the basis of Masterplan 2040. This was first published in 2012 and reviewed and updated in 2018. The Masterplan envisages the redevelopment of North Wall Quay Extension (NWQE) to provide berths adjacent to the Tom Clark Bridge suitable for the largest of cruise ships. Planning permission and other consents have been secured to develop these berths as part of the ABR Project, which is already underway.

Facing the Challenges Ahead

The financial challenge to DPC of the proposed cruise development was recognised explicitly in the Masterplan and this needs to be resolved if the project is to proceed.

In addition, over the seven years since DPC first set out its thinking on the development of cruise facilities in Dublin Port, a number of challenging issues have emerged which need to be resolved before DPC would proceed. These issues include air quality in Dublin and the appetite of the city to host a large cruise tourism business. The Masterplan has two linked objectives. Firstly, it seeks to provide capacity for growth in cargo volumes up to 2040 and, in doing this, to bring Dublin Port to its ultimate capacity. Secondly, it seeks to re-integrate the Port with the City.

The cruise consultation paper seeks the views of stakeholders on the proposed development to ensure that it would not compromise or undermine the Masterplan's objective to re-integrate the Port with the City. Subject to the outcome of this consultation process, the next step for DPC will be to raise the finance required for the proposed development by way of a concession agreement with a cruise operator or operators. DPC would like to thank all those who took the time and trouble to respond to its public consultation on the development of cruise facilities in Dublin Port.

DPC received 112 responses and it will take some time to work through all of these. Once completed, DPC will publish a cruise consultation report.

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A New Vision for an Old Space

Shelley McNamara, Co-Director of Grafton Architects, and Jim Kelleher, Head of Special Projects at Dublin Port Company, discuss the ambitious plans to turn the old Odlum's Mill in the Port into a stunning cultural area.

In December 2018, Dublin Port Company (DPC) issued a tender for an architect-led multi-disciplinary design team to create a Masterplan for the old Odlum's Mill site in the Alexandra Basin.

This area consists of 1.37 hectares, which will become central to the future heritage plans for the Port, linking to the already planned 4.2km greenway along the northern edge of the Port. Eight companies made submissions and the internationally famous Grafton Architects were awarded the contract in May 2019. Over the next six months, the Masterplan has been developed with Jim Kelleher and Lar Joye of the Port Heritage & Communications Group, Grafton Architects and their consultants, which also involved meeting a variety of external stakeholders, including the Dublin Dock Workers Preservation Society.

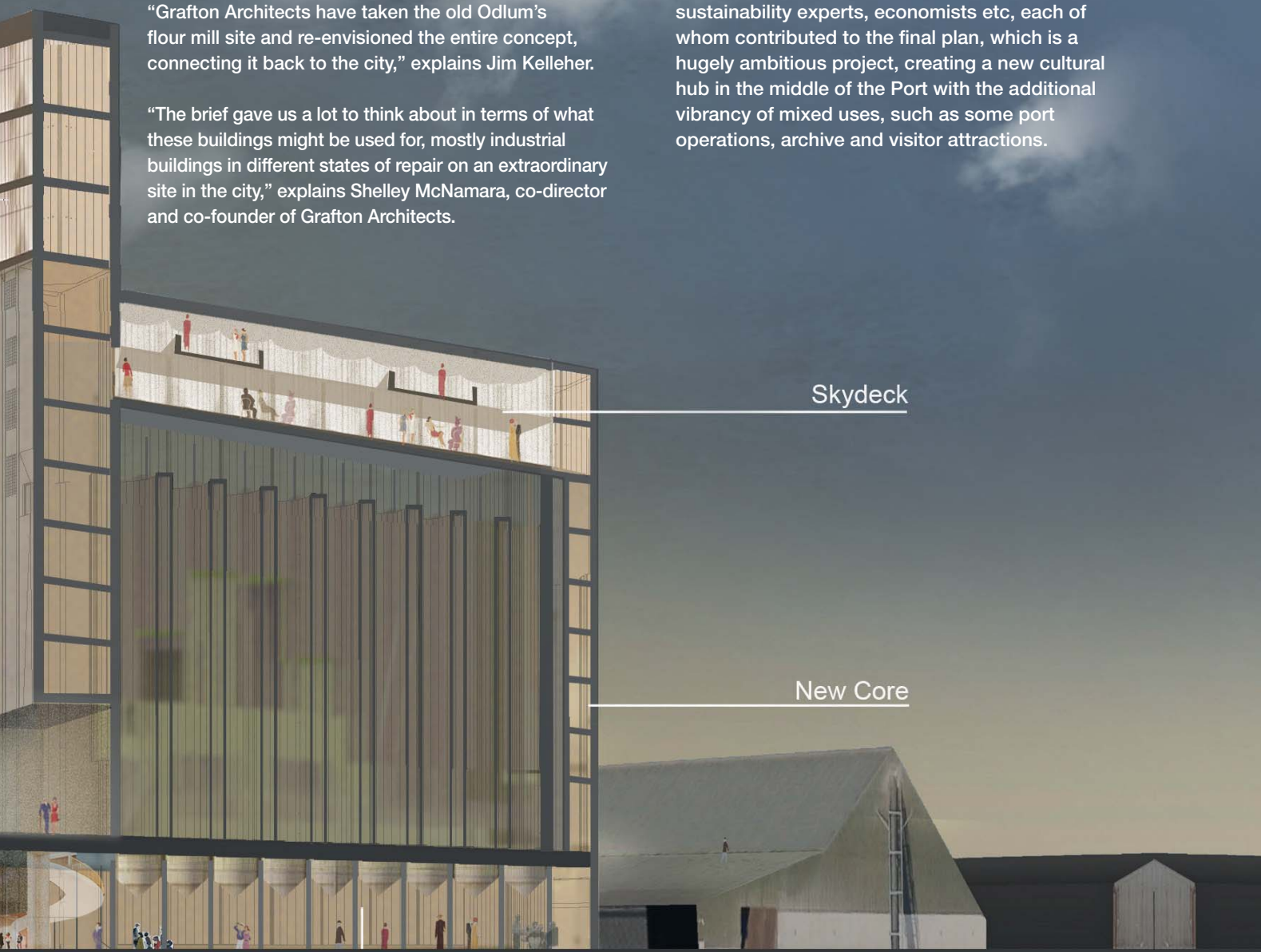
"Grafton Architects have taken the old Odlum's flour mill site and re-envisioned the entire concept, connecting it back to the city," explains Jim Kelleher.

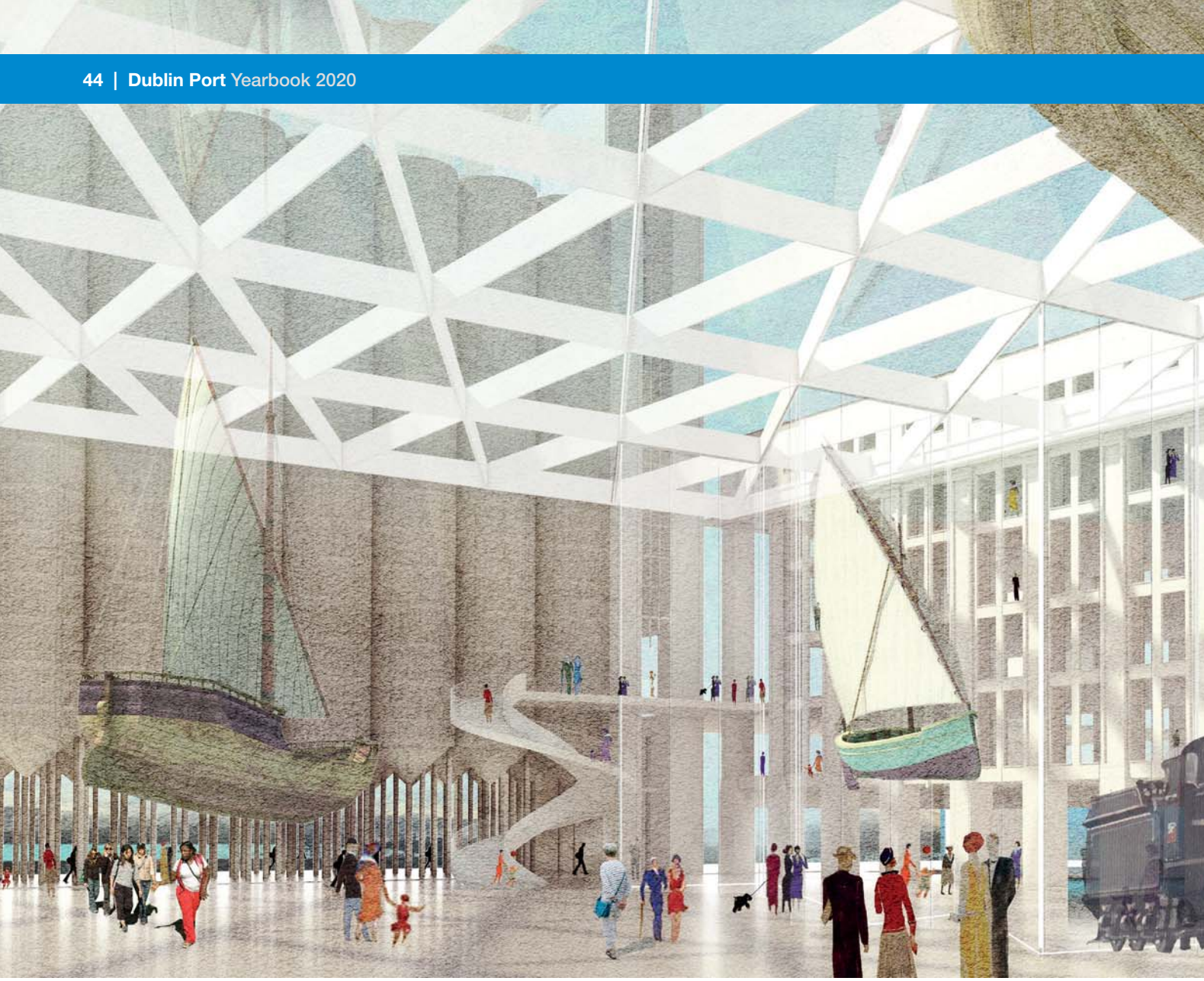
"The brief gave us a lot to think about in terms of what these buildings might be used for, mostly industrial buildings in different states of repair on an extraordinary site in the city," explains Shelley McNamara, co-director and co-founder of Grafton Architects.

The biggest challenge, according to Shelley, was "to find a way of connecting the future life of the Flour Mill into the cultural life of the city and how the citizen and the city could feel that it would become part of their world". She describes the area currently as "like an organ which has been detached waiting to be absorbed into the life of the city".

"We also wanted to be really extravagant in our imaginings because it is such a theatrical and vibrant place, so we explored the potential of the site in terms of the city and the bay, because in that sense it is an entry point into Dublin," Shelley notes.

As required in the design brief set by DPC, Grafton Architects' plan involved input from a host of different disciplines, including industrial archaeologists, structural engineers, building services engineers, conservation architects, sustainability experts, economists etc, each of whom contributed to the final plan, which is a hugely ambitious project, creating a new cultural hub in the middle of the Port with the additional vibrancy of mixed uses, such as some port operations, archive and visitor attractions.





Grafton Architects' initial findings were presented to the Board of Dublin Port Company in November 2019. This plan will create an area for the Port to house its nationally important archive, a Port museum, theatre, studios for artists, community rooms and operational facilities relocated from other parts of the Port. The possibility of including a hotel in the Flour Mill site was examined in detail, but ultimately it was decided against on the grounds of commercial viability.

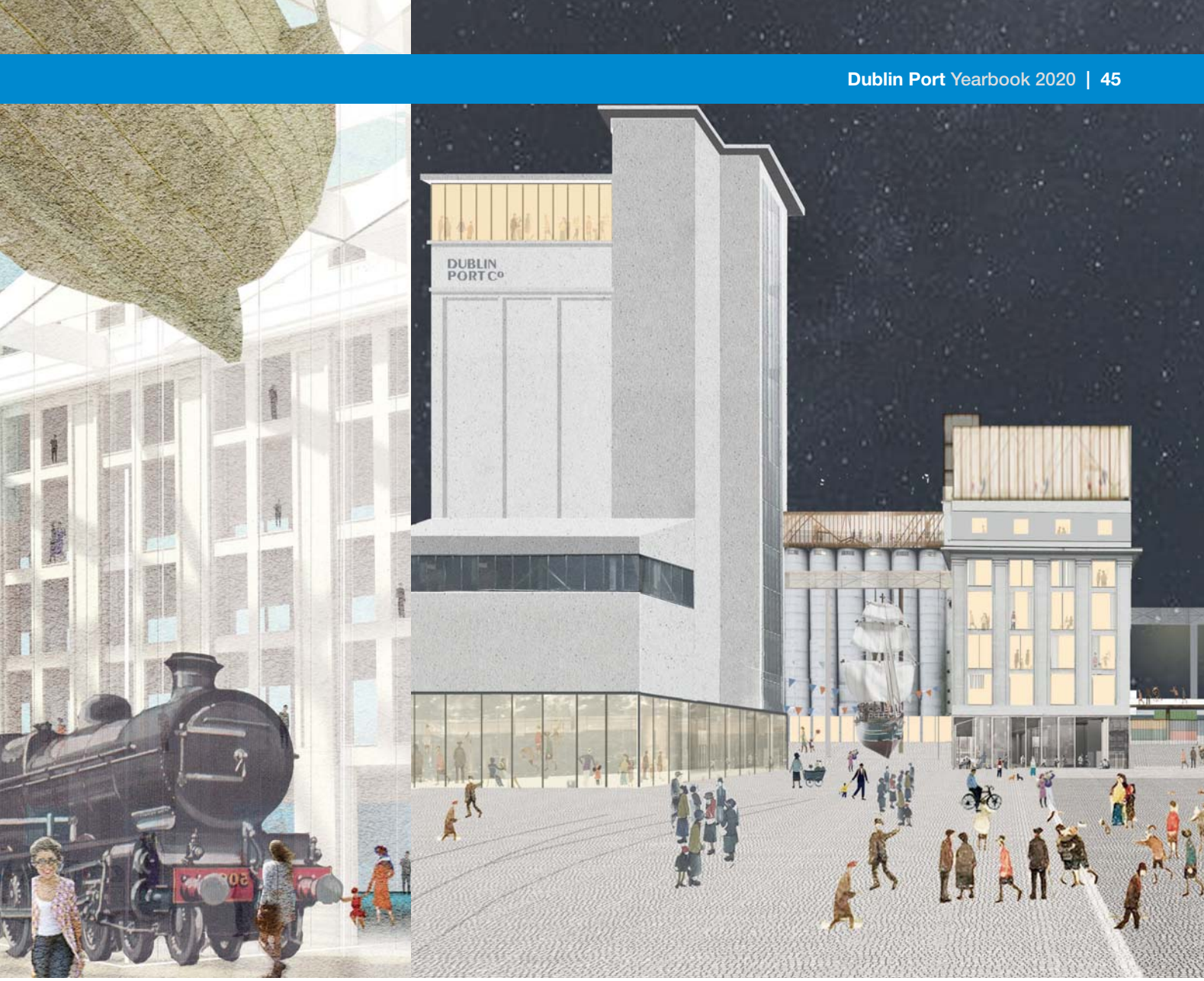
A Portline to the Centre

The Starboard Home video, commissioned by Dublin Port Company to celebrate the musical project from 2018, proved inspiring to the team at Grafton Architects. "It convinced us that being by the river and right on top of the activity of the Port is the place to be; it provides the theatre of the place," Shelley reveals. "It would be so exciting to walk or cycle safely from the 3 Arena down to the Flour Mill area and engage with the different activities there."

While initially toying with the idea of entering the Flour Mill from Alexandra Road, the Grafton Architects team changed their mind, and came up with a far more dramatic pathway to the new area." Their plan allows for the construction of a 900m Portline, an elevated walkway similar to New York's Highline, to take visitors into the Port, starting at the North Wall close to the 3 Arena and finishing in the Odlum's Flour Mill.

"We looked at all the different walkways around the world, elevated and otherwise," Shelley reveals. "We mapped the amount of time it would take to walk, and it talks approximately 15 minutes from the 3 Arena, and we were convinced it would be really exciting to be able to overlook the activity of the Port on that journey, and at the same time be able to access the new Flour Mill area."

"It's about getting the public into the Port without interrupting day-to-day port operations," explains Jim Kelleher. "We are not knocking down anything but repurposing the infrastructure that is there to facilitate the changes occurring within the Port and to turn it into a visitor attraction, while ensuring that visitors can come into the Port safely."



Urban Acupuncture

Maintaining the essence of the existing industrial buildings was important, both to Dublin Port Company and also to Grafton Architects.

"We felt it was important to keep as many of the existing structures as possible," Shelley explains. "These buildings, especially the silos, are so extraordinary. We had done a lot of research in the past on reusing existing industrial sites, primarily through teaching as opposed to commissions, so we had quite a bank of precedents to draw from in terms of how you can make a site vibrant and lively without needing to add an enormous number of new things."

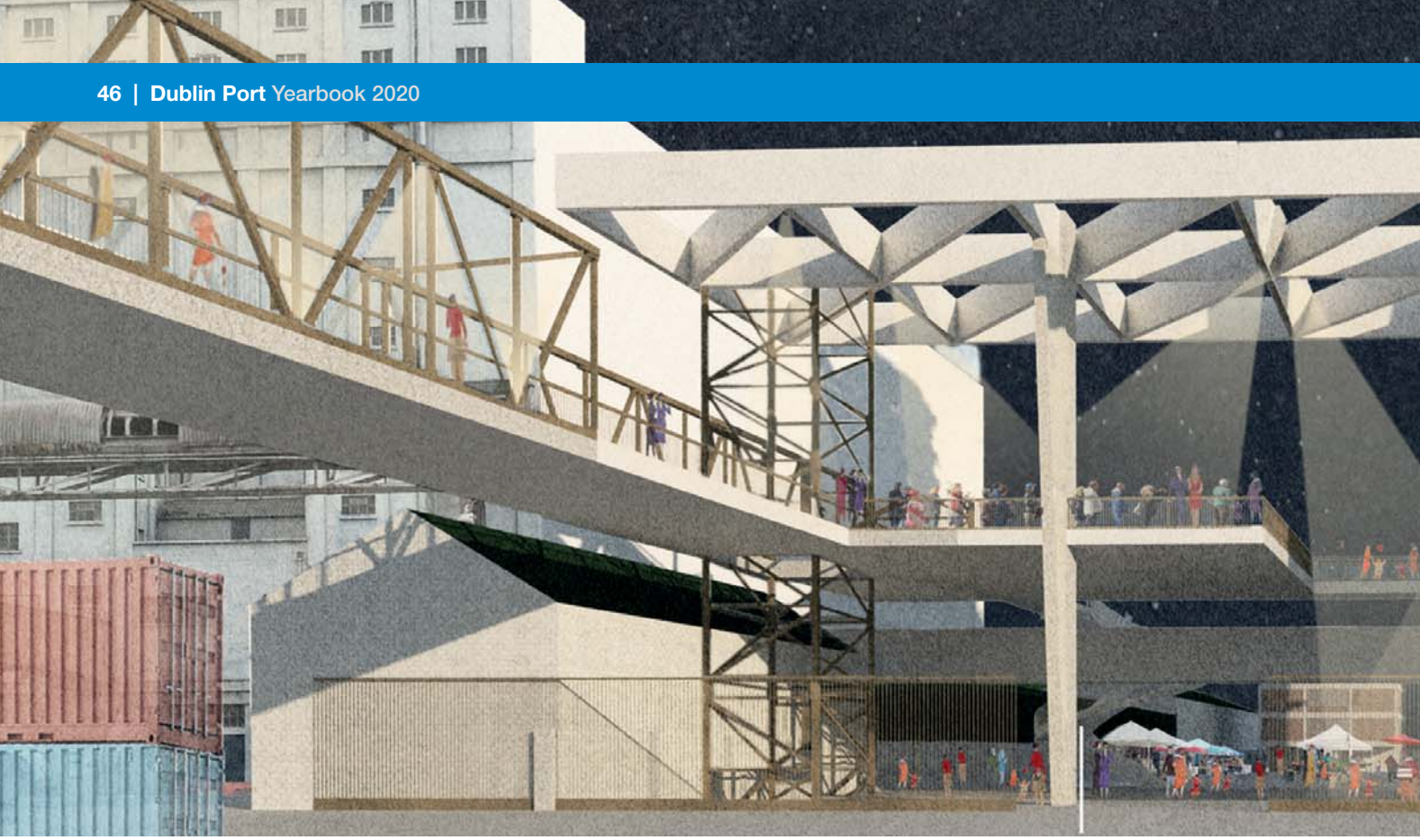
She cites the concept of 'urban acupuncture', a socio-environmental theory that combines contemporary urban design with traditional Chinese acupuncture, as a guide to this development, as Grafton Architects set out "to hit a nerve that would act as a catalyst for other things to happen". Those other things include the ancillary uses of the new area, which is to include a museum, a theatre, studio space for artists, and a conference venue, as well as buildings needed by DPC themselves, including office space and a building to house the extensive Port Archive.

"We wondered how could we use these semi-derelict buildings, to fix them up enough to be rehearsal spaces or exhibition spaces?" Shelley explains. "The city is crying out for those kind of spaces for appropriation. The way that land values and commerce is going in Dublin, artists are being squeezed out of the city, because they can't afford a studio or a place to live. The idea is that there will be a cluster of different uses in the Flour Mill, including a market, artists' studios, an experimental theatre, a formal theatre, a rooftop venue."

The Spectacular Silos

The plan also makes use of the old Odlum's grain silos themselves, such an instantly recognisable feature of the Port's skyline. Given that the silos are made from steel rather than concrete, it was a challenge, but that didn't stop the team at Grafton Architects from creating a hugely ambitious plan for these structures, which will house a visitor centre and a rooftop terrace, including a café bar and community resource area.

"We came around to thinking that something like the silos can be an artefact in themselves; they don't have to become something else to be interesting," Shelley reveals.



"To get under those big structures and feel the weight of what is above you, with hundreds of stiletto-heel columns coming down to the ground, and then to be able to get up on top of them and enjoy the incredible view over the city; you're using the artefact without trying to overuse it. Also, by taking away the metal base of the silo, you are clearing a view to the river and unveiling the bottom of the silo itself. Sometimes when you overuse something, you lose the very thing that made it important or unique, which in this case is the rudimentary industrial quality those buildings have."

The ground floor and top floor of the silos will form part of a visitors' centre, with views underneath the silos and from their roof. "In between, we are collecting hot air from the south-facing silos, which will act like the bars of a radiator in absorbing heat from the sun, and we will use some of that to heat the café, bar and community resource on the roof," reveals Shelley.

Grafton Architects also wanted to make the site even more visible. In their plan, the Vessel Traffic Service (VTS) will sit atop the old iconic grain silos tower, which will extend upwards to incorporate it: "It is symbolically fantastic, that the Harbour Master will overlook the entire Port", Shelley explains.

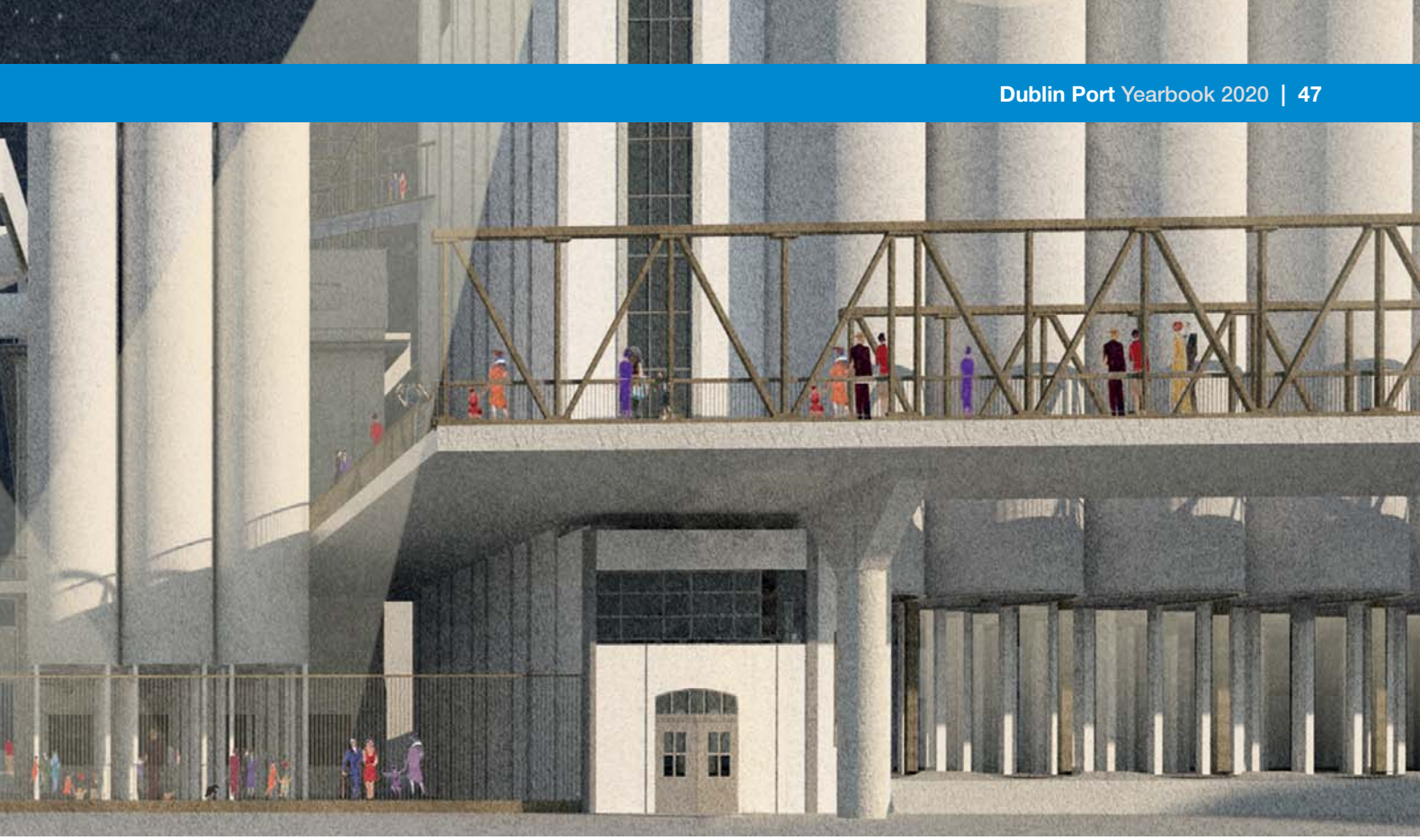
The old Odlum's mill itself is a heavy reinforced concrete building, which will house the Port museum. "It's the most conventional building on the site, in that it has windows and floors, whereas the others are made up of huge voids and big, open spaces," Shelley notes. "There's a big outdoor area, with a lightweight roof, which we call the Great Hall, which can exhibit boats or other large machinery, while other exhibition spaces would happen within the mill building."

Inspired by the stories of various seeds that were unwittingly brought into Dublin by ships over the centuries, the mill building's roof will feature a roof garden, showing the kinds of plants that were introduced to the city in this way. The idea for this came from a Dublin Port Company project involving pupils from St Joseph's Co-ed School, East Wall, and the 100 Flowers to Bloom exhibition.

The plan also includes a sizeable outdoor plaza which could host a market, another thing that Dublin has been crying out for since the demise of the open-air market at Newmarket Square in the Liberties.

Regular visitors to the Venice Architecture Biennale, where they won a Silver Lion for most promising practice in 2012, and curated the Architecture Biennale of 134 participants in 2018, Grafton Architects feel that Dublin could make use of its waterways in a similar way to the Italian city, where temporary bridges, using boats tied together, form an intrinsic and theatrical part of the event, perhaps for one-off events like New Year's Eve when the work of the Port calms down, either taking large amounts of people or events like a light show.

"We were thinking of the Liffey as the foreground for a big display which could happen at the scale of the city, as well as thinking about how you could get people up onto the roof of the silos to enjoy the views over the city," Shelley states.



Award-Winning Architects

Grafton Architects are no strangers to awards. Most recently, they were presented with the 2019 RIAI James Gandon Medal for Lifetime Achievement in Architecture, the highest personal award given to an architect in Ireland, and the 2020 Royal Gold Medal awarded annually by the Royal Institute of British Architects in recognition of their significant lifetime contribution to the advancement of architecture, only the fourth time the award has been presented to Irish architects and only the second time it has been presented to female architects in over 100 years.

"Those awards are fantastic. They are a recognition of the practice but also of the people who commission us and give us the chance to create work, so we are always extremely grateful to clients who have taken us on board," Shelley notes.

Their impressive portfolio includes the Universita Luigi Bocconi in Milan, which won a World Building of the Year Award, the University of Limerick Medical School, which was shortlisted for the RIBA Stirling Prize in 2013, and the 'vertical campus' building for Lima's specialist engineering university (UTEC) in Peru, which won the inaugural RIBA International Prize in 2016. Their current projects include the ESB headquarters on Fitzwilliam Street in Dublin and the new Dublin City Library & Parnell Square Cultural Quarter. So where does the Flour Mill Masterplan project sit in their illustrious CV?

"We were genuinely excited to win this," Shelley enthuses. "Winning a project is different to winning an award. Winning an award is wonderful because it recognises the past and hopefully gets you entry into the future, but to win a project like this in our own city means an awful lot to us.

"This project really stretches us to think of such an important piece of the city, and to work with a client body with amazing vision. They are a really inspiring client to work with. So the challenge for us was how we could, as architects, stitch into that vision with not straight building design, but strategic thinking, which is very important at the scale of the city. We have never had a client like this or a programme like this, to make something which makes financial sense – it doesn't have to make a profit but it has to be able to run itself – and also has to make a public contribution to the city.

"We also love the notion of climbing up and down, under and into those amazing structures and how you can occupy them. You would never design spaces like that, so it's both liberating and challenging for us. It is like a dream for an architect because this is normally the kind of thing that is tagged on at the end of a project. But this is a very serious project, one which has been considered for a long time. It's not prescriptive; it's not a normal architectural project; but it is one that is full of possibilities."

Jim Kelleher describes the Grafton Architects Masterplan as "a great vision for the city and the Port".

Shelley agrees: "This is about making an intervention in the city which gives to the city something it really needs in terms of space, venues, a fantastic location and the possibility to connect it back to the history of the city and the Port, to make it accessible to citizens of Dublin. The Port and the city are economically and commercially connected but this is an opportunity to make them physically and culturally interconnected as well. It is a most extraordinary brief."

Dublin Inland Port: the New Home for Non-Core Activities

Dublin Inland Port at Coldwinters in North Dublin will be the new home for port-related but non-core activities, freeing up valuable space in the Port itself.

August 2019 saw Dublin Port Company (DPC) securing planning approval for the development of the next phase of the development of the new Dublin Inland Port, located 14km from the port, close to Dublin Airport.

The area is split into two sites, comprised of 44 hectares and located at Coldwinters to the north of the city, close to the N2 and the M50. Site A is located within the Dublin Airport Logistics Park and Site B is located nearby off St Margarets Road. Both sites are within the administrative area of Fingal County Council and are explicitly zoned to include the activities envisaged by DPC, including road transport depots and transport logistics facilities. Construction will commence shortly at Site A in the Dublin Airport Logistics Park.

DPC estimate that there will be a short journey time of approximately 15 minutes from the Inland Port to Port Centre, using the port tunnel.

Freeing Port Land to Meet Increased Demand

The development of the Dublin Inland Port will facilitate the relocation of port-related but non-core activities away from Dublin Port. This, in turn, will free up much needed land close to the quays and berths in Dublin Port for the transit storage of cargo.

“We need to free up land in the Port to meet projected throughput figures and forecast growth in containerisation in the coming years” explains Sarah Horgan, Project Manager of Dublin Inland Port, “so the plan is to rehouse non-core activities to the new Dublin Inland Port. Non-core uses include the storage of empty containers, haulage yards and other uses that do not need to be in the Port.”

Negotiations are on-going with occupiers in Dublin Port to either relocate them to the Inland Port or to alternative locations identified by the occupier. Agreement has already been reached with a number of occupiers.

A Brief History of the Site

DPC acquired the land for the inland port in 2016, and began enabling works to secure the site in early 2017, including the introduction of a boundary fence and hedging. An architecturally designed entrance, including a sculpture of a shipping container on its side against a backdrop of Corten steel, acknowledges its Port owner and end users.

Following a competitive tender process on the engineering and architectural design, Dublin Port Company awarded the contract to Atkins ByrneLooby for the early design development of the site, which is split into various plots, each of which will be developed over the coming years as tenants move into the area.

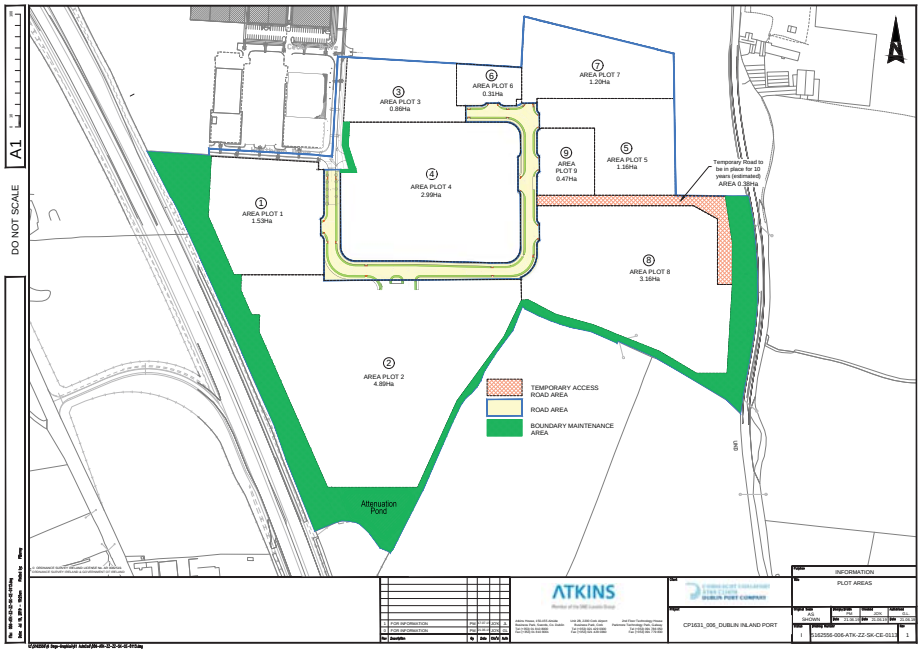
“In 2017, we started to plan the site and we have now secured two successful planning applications, working with tenants to ensure the new site meets their needs,” Sarah Horgan explains. “We hope to begin the next phase of building work on Site A soon, which includes building an access road through the site. We also want to build all the major infrastructure, including sewerage,

drainage, communications, electricity etc, so we can then service each site as we go. We will undertake extensive landscaping and drainage and will be able to react quickly to the market and allocate sites to individual occupiers."

Near Zero Energy Building Standards

The first plot in Site A is a circa five-hectare container park, which will house up to 6,000 stacked containers at varying heights, as well as associated office buildings, maintenance building, car park etc.

All buildings constructed at the inland port will be NZEB (Near Zero Energy Building Standard) compliant.



Over the coming weeks, DPC will apply for planning permission for the rest of the plots in Site A. An Environmental Impact Assessment Report (EIAR), will accompany this planning application.

Sarah notes, "We have conducted traffic counts, traffic impact assessment reports and reports into the biodiversity of the area; we've looked at the workforce and how they will travel to work. There will be bicycle parking, electric vehicle charging points, everything needed for an ultra-modern facility which does not impact on its environment. We are trying to make this as environmentally friendly as possible."

Extensive Landscaping

DPC will incorporate extensive landscaping into the site, including a swale surrounded with natural vegetation, to encourage pollination, along with a man-made hill to help disguise the containers from the N2. "All the trees, plants and shrubs will be in line with the National Pollination Plan," Sarah explains.

Extensive work has gone into water drainage on the site, including an attenuation pond, to ensure that rainwater slowly percolates out from the site.

Dublin Port Company has also begun to make plans for Site B, the second site, which will ensure the company has the capacity at its Inland Port to deal with increased throughput over the coming years, in line with its Masterplan 2040.

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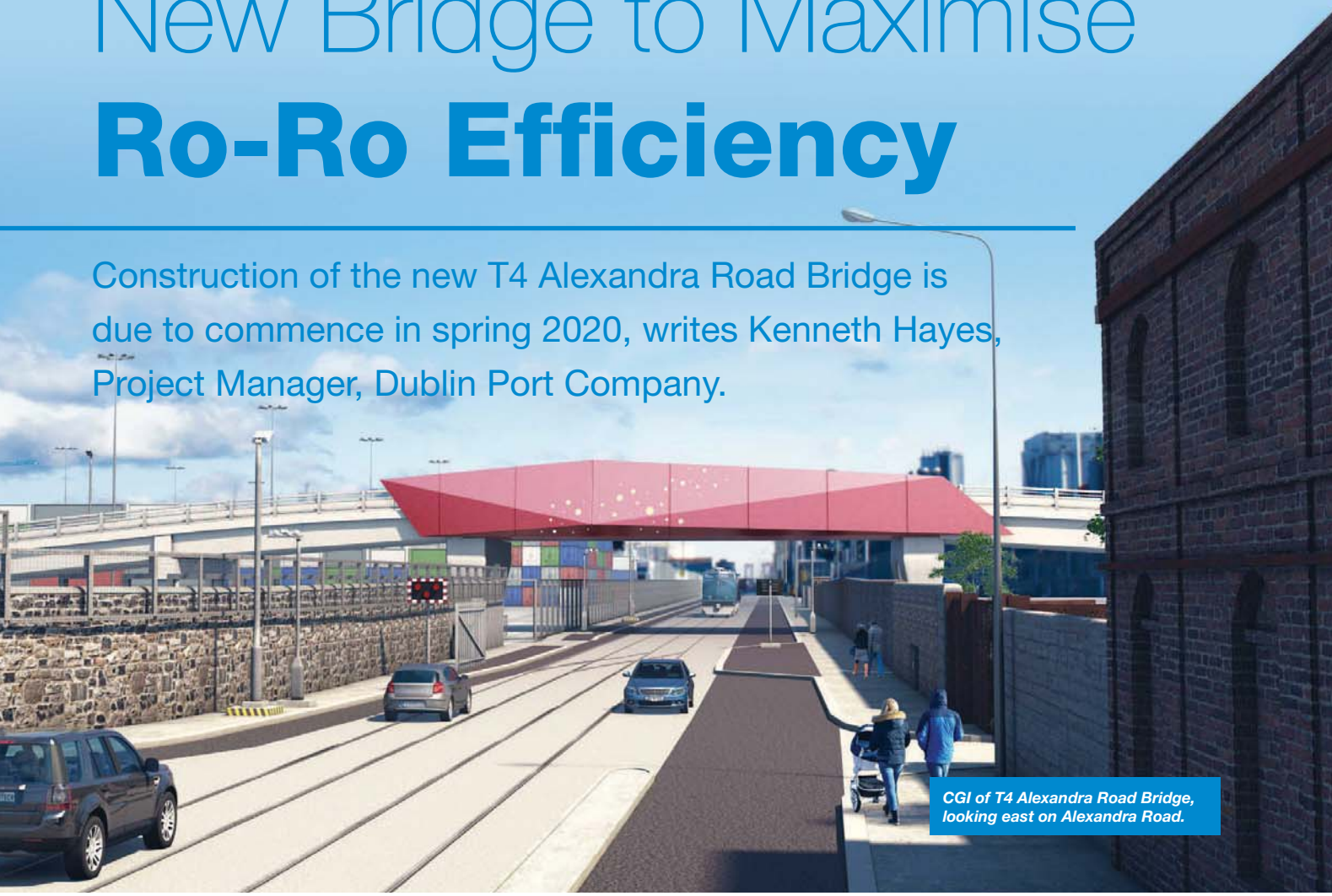
New Bridge to Maximise **Ro-Ro Efficiency**

Construction of the new T4 Alexandra Road Bridge is due to commence in spring 2020, writes Kenneth Hayes, Project Manager, Dublin Port Company.



CGI of T4 Alexandra Road Bridge, looking east on Alexandra Road.

Spring 2020 will see Dublin Port Company begin construction of a new bridge, the T4 Alexandra Road Bridge, which will form a link bridge between two yard areas to allow uninterrupted movement of Ro-Ro freight vehicles within the Port, crossing over Alexandra Road. The construction period of the new bridge is expected to take 12 months.

Dublin Port Masterplan 2040 lists a number of strategic objectives for the Port, with two of the key objectives being:

- to increase efficiencies at the Port and to provide additional throughput capacity to cater for projected growth in port tonnage over the period up to 2040;
- to achieve closer integration with the City and people of Dublin through a commitment to respect soft values associated with the location, operation and impact of the Port, enhancing the general aesthetics / visual impact of the Port and the interface with the City.

Maximising Efficiency

The T4 Alexandra Road Bridge is a key element in delivering maximum efficiency from the new combined Terminal 4 Yard that is being created at the western end of the port, which will primarily serve the new Ro-Ro jetty, which was recently completed in Alexandra Basin. The bridge has been designed with a centre span that creates a strong visual statement on Alexandra Road, one of the main arteries into the port.

Terminal 4 South Yard and Terminal 4 Central Yard will form part of this combined Terminal 4 Yard. They are currently separated by Alexandra Road, which is used by heavy vehicle traffic, pedestrians and cyclists, as well as the rail link that serves Boliden Tara Mines and other freight operations.

The need for an integrated Terminal 4 Yard, operated without conflict with traffic on Alexandra Road, drove the requirement for a link bridge between the two Yard areas to allow uninterrupted movement of Ro-Ro freight vehicles.

CGI of bridge, looking west, with Port Centre visible on the left.

From an urban planning and visual perspective, the bridge will act as a gateway from East Wall Road into Port lands via Alexandra Road. Aside from current uses for freight and general access, Alexandra Road will in the future become an important access route to maritime industrial heritage and other initiatives at the old Graving Dock and the proposed cultural area at the old Odlums Mill site. These initiatives are part of the Port's Soft Values Programme to create greater integration and connection between the Port and the City.

Designing the Bridge

The new bridge will be adjacent to the Port Centre Precinct Public Realm project (completed in 2017). Elements of this have influenced design features of the bridge, in particular the Port Centre pedestrian bridge with its sculptural faceted booms of corten sheet metal, and also the faceted concrete wall at the base of the heritage crane.

Architectural treatment of the Alexandra Road Bridge has focused on the central parapets, using a strong red colour, matching the Poolbeg Lighthouse, and incorporating sculptural concrete elements to create a strong visual statement. The central span of the bridge incorporates perforated patterns, as used in the Port Precinct, to form a starburst pattern of feature lighting that will bring night-time vibrancy to what is effectively a large piece of industrial infrastructure.

The Bridge Structure

The bridge structure, including approach ramps, will extend to 185m in length, and will allow for two vehicular running lanes with on/off access ramps in the T4 Central and T4 South Yards. The structure will consist of five open spans, ranging from 20 to 30 metres, and will use cast-in-situ reinforced concrete deck, constructed on precast pre-stressed concrete beams. The beams will be supported on concrete piers and piles, the latter extending to a depth of more than 30m to achieve bearing capacity.

The bridge approach ramps will be constructed using light-weight structural foam blocks with high compressive resistance, and will be faced with structural concrete panels. The use of foam blocks overcomes complex design issues, eliminating the need for costly ground stabilisation work to address the variability of sub-strata. The vertical geometry of the bridge was developed to accommodate Irish Rail's minimum vertical clearance of 6.6m over Alexandra Road.

An aerial view of the new bridge.

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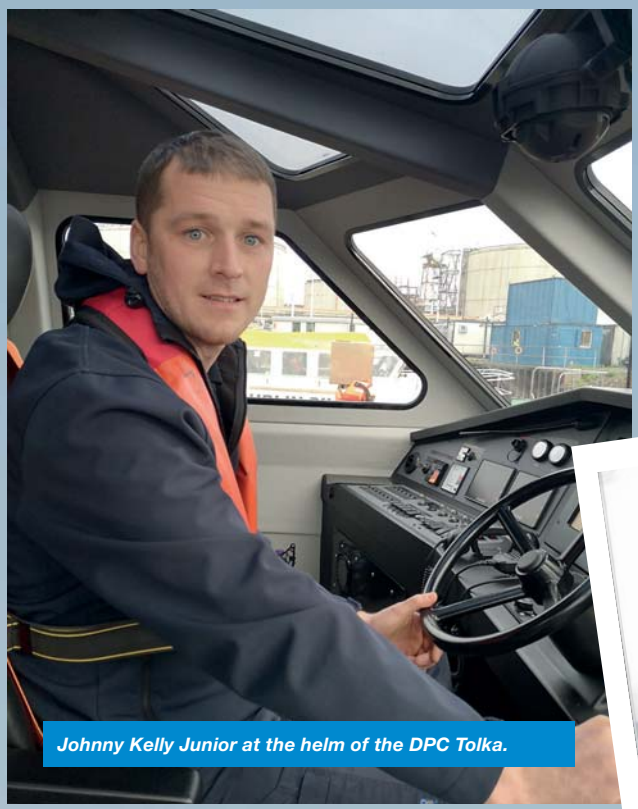
New Pilot Boat Launches in Dublin

Dublin Port Company recently commissioned its new Pilot Boat, DPC Tolka. The state-of-the art vessel arrived in Dublin Port in December 2019. We talk to two of the boat's coxswains, father and son Johnny Kelly Senior and Junior, about what the new vessel means for the Port.

DPC Tolka is the newest addition to Dublin Port's fleet of working vessels, which includes tug boats Shackleton and Beaufort, multi-purpose workboat the Rosbeg, and pilot boats Liffey and Camac. She replaces the Port's oldest pilot boat Dodder, which was retired from service after 23 years.

"It's a lovely boat and a fantastic bit of kit," enthuses Johnny Kelly Junior, one of the pilot boat coxswains. "It is a serious upgrade on the old boats. The throttle system is electric, for example, so there is less maintenance and wear-and-tear on the boat itself."



Johnny Kelly Junior at the helm of the DPC Tolka.

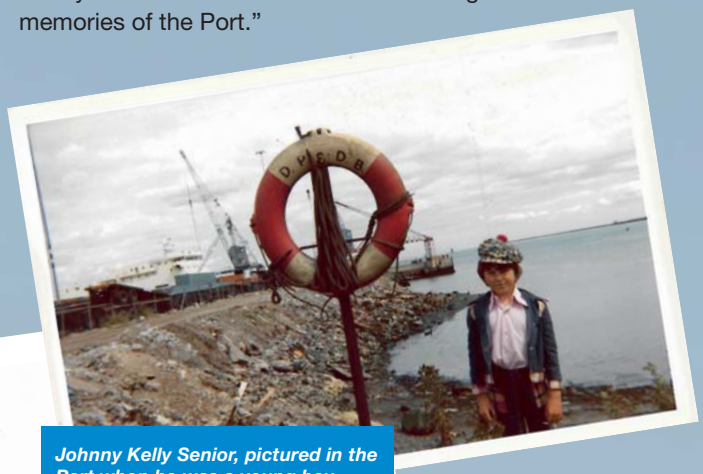
Johnny was helming the DPC Tolka during Storm Brendan and was seriously impressed with the new boat's performance: "It was a three-and-a-half-metre sea and she handled very well. This boat was developed to be able to handle bad weather and to be able to extend the boarding area for pilots into deeper water, so the pilot has more time on board to brief the ship's captain on entering the Port. With the efficiency of the new boat, we can take the pilot to meet the ships further out without using any additional fuel."

Steve Pierce, General Manager, Goodchild Marine, who produced the new boat, stressed that the company is extremely cognisant of the impact that their boats make, both financially and environmentally: "Our ORCs are becoming renowned for cutting fuel emissions, with customers reporting fuel savings of up to 40% a year."

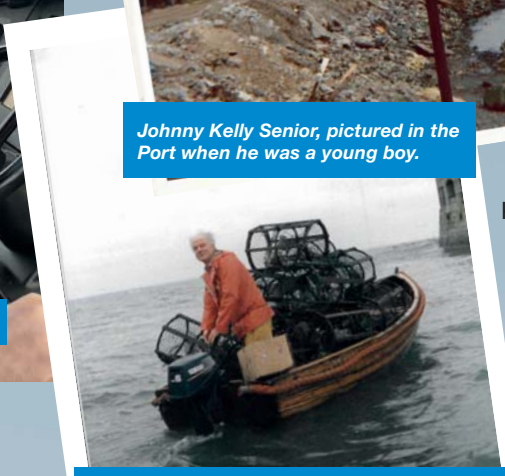
Three Generations of Coxswains

Johnny Kelly Junior is the third generation of the Kelly family from Dun Laoghaire to work as a pilot boat coxswain: "We are the only family in the marine pool on the pilot boats that have had three generations here," he says proudly. He recalls being brought into Dublin Port from a very early age by his dad and has very fond memories of spending time aboard the old pilot boats, one of which, the Dodder, was only recently retired.

Johnny's father, Johnny Senior, was also brought to the Port at a very young age by his own father (also called Johnny), who sadly passed away, aged 90: "I remember being brought down here around 1970. I grew up around boats, from fishing boats in Dun Laoghaire and Sandycove to the Port itself. I have some great memories of the Port."



Johnny Kelly Senior, pictured in the Port when he was a young boy.



The late Johnny Kelly was still rowing out to pick lobster pots when he was 86 years old.

Each of the Kellys, separately, gives the same answer when asked if they always saw themselves working on the pilot boats in Dublin Port: "It's in the blood".

Johnny Kelly Senior has very fond memories of being in Dublin Port with his father from a young age.

"Things have changed a lot over the years," smiles Johnny Junior, from the cabin of the DPC Tolka. "My grandfather worked here back in the 1940s and '50s, and my father still works here today. Things were very different in my grandfather's time; they used to row out to meet the ships in the bay."

Johnny's grandfather was still rowing out to pick lobster pots when he was 86: "He never believed in outboards; he used to row everywhere," remembers John Senior of his father. "He'd row from Dun Laoghaire to Bray Head to the Poolbeg Lighthouse."

DPC Tolka is the latest addition to Dublin Port's fleet of working vessels.

When Johnny Senior started visiting the Port, the coxswains used to board the pilot boat at Butt Bridge, close to Tara Street Dart Station, the boarding point for relief crews later moving to the new Matt Talbot Bridge around 1978.

When he was working as a coxswain, the late Johnny Kelly was part of a team who worked 24-hour shifts. Now, the pilot boat team work 12-hour shifts from their base in Port Operations Centre, with six people on every watch, with two day shifts and two night shifts, followed by four days off.

Johnny Kelly Junior, pictured on the new DPC Tolka.

Given the nature of the work, the team are generally busy, and there is no such thing as a typical day. "Every ship is different," Johnny Senior notes. "Some have the ladders in the bow of the ship, some are aft. That's the nature of the job."

"You could also be doing different types of jobs all day," Johnny Junior explains. "You could be on the Rosbeg or one of the tugs; you could be moving fenders for the cruise liners; you could be working at the East Link Bridge; doing survey work. No two days are the same."

Improved Efficiency

Improvements in ship design mean that it is arguably easier now to deliver the pilots safely to and from the large ships, as the new Ro-Ro and Lo-Lo vessels enjoy better manoeuvrability, ladder design etc. than in the past.

The efficiency with which the Port can now deal with ships is second to none, according to Johnny Junior: "We could have a cargo ship come in at 1am and it would be gone again by 5am, depending on what is on board. That is similar to airport turnaround times in terms of berthing, unloading, loading cargo on and getting the ship away."

Dublin Port Company is currently preparing for increased throughput in the coming years with the ongoing investment in its Masterplan 2040, evidence of which is very obvious around the Port.

"It's great to see all the work that is going on and the expansion plans for the long term," notes Johnny Junior. "It will mean we're busier than ever but that's a good thing. The bigger ships and the more trade that comes into and out of Dublin Port, the better it is for everybody."

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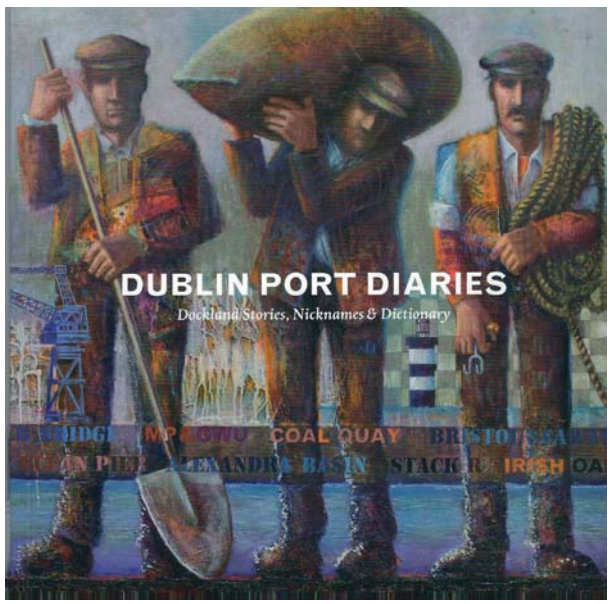
Celebrating Dublin's **Legendary Dockers**



Dublin Port Diaries is a new book that celebrates the stories and wit of Dublin's legendary dockers, in a collaboration between Dublin Port Company and Fighting Words.

Pictured are (l-r): Declan McGonagle, Curator of Port Perspectives; Roddy Doyle, author and Fighting Words Board Member; and Eamonn O'Reilly, CEO, Dublin Port Company, at the launch of the Dublin Port Diaries book.

Roddy Doyle, pictured at the launch of the Dublin Port Diaries book.

Have you ever wondered what a 'Hurry Up Yoke' is or why somebody might be described as "half a gobshite"? If you have even a passing interest in the almost disappeared language of Dublin's docks or the men who spent their working lives there, then Dublin Port Diaries is the book for you.

2019 saw Dublin Port Company partnering with the Fighting Words Initiative to launch Dublin Port Diaries, a book which celebrates the rich heritage of the port through the words of the people who worked there, the legendary dockers.

Artists Colm Quearney and Orla Lehane, pictured with former docker Paddy Daly, one of the contributors to Dublin Port Diaries.

Charlie Murphy, Communications Manager, Dublin Port Company, and Declan McGonagle, Curator of Port Perspectives, pictured at the book launch.

The Fighting Words initiative is a part of Port Perspectives, Dublin Port's arts commissioning programme, and is the first time that the programme has explored the written word, following successful theatre, music and artistic productions.

Storytelling Workshops

Starting in 2018, Dublin Port gathered 17 former dockworkers, now members of the Dublin Dock Workers Preservation Society, and their family members for a series of storytelling workshops which were facilitated by artists Theresa McKenna, Orla Lehane, Colm Quearney and volunteer staff of Fighting Words, a creative writing organisation established by Roddy Doyle and Seán Love. The stories shared at these workshops, which highlighted the rich history and heritage of the Port and its communities, became the Dublin Port Diaries.

Macdara Yeates and Eddie Byrne at the launch of Dublin Port Diaries.

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Roddy Doyle and Eamonn O'Reilly, CEO, Dublin Port Company.

The book features insights and stories from the retired workers of life on the docks, how the docks have changed over the years, a Dockers' Dictionary and even a catalogue of some of the irreverent and interesting nicknames which were bestowed upon the workers and their colleagues during their time at the Port.

Encouraging the Love of Writing

Fighting Words is an organisation which aims to help students of all ages to develop their writing skills and explore their love of writing. The dockers were encouraged to contribute to the Diaries by writing their recollections of life on the docks in their own words and the stories contained in the book are a combination of these anecdotes written by the dockers themselves, while others are transcriptions of the oral retellings that were shared at the workshops.

The result is a fascinating and often hilariously ribald read, as the reader is immersed in the world of button men and bag hooks, the sham and the singer-out, and some of the most wonderful and descriptive nicknames in the history of the city.

An Important Piece of Living History

"Congratulations to the dockers, their families and all who worked with the artists at Fighting Words to create Port Diaries," said Eamonn O'Reilly, CEO, Dublin Port Company, on the book's publication. "The book not only captures the anecdotes, humour and friendships that were part of life on the docks but provides us with an important piece of living history that might otherwise be lost. It's so important that we hear these stories first hand and preserve them for future generations. That's what Dublin Port's Port Perspectives programme is all about, and this project is a very fine example of that in action."

Dick Nugent and Eithne Foster, pictured at the Dublin Port Diaries launch.

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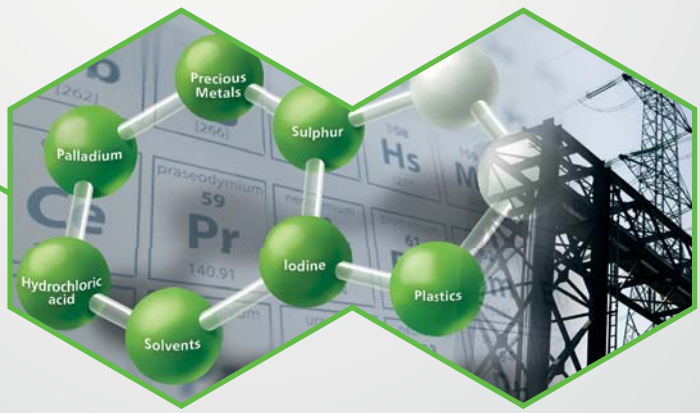

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A **Spring** in his **Step**

2020 is a milestone year for diver Ollie Dingley, who hopes to represent Ireland at his second Olympic Games, with the help of a sponsorship deal from Dublin Port Company.

Getting to his second Olympic Games this summer in Tokyo is the plan for diver, Ollie Dingley. Having made the final in Rio in 2016, the Dublin-based diver is keen to replicate the experience on the world's biggest stage.

"It's a bit scary thinking that the last four years of training all comes down to those two weeks," he smiles, sitting in the canteen in the National Aquatic Centre, his training base for Tokyo. "You're trying to figure things out and plan so that everything comes together during those two weeks in the summer, and I think right now, things are coming together. I'm really excited and nervous, but nerves are a good thing; they don't let you get too complacent. My nerves keep me focused on what I need to work on, which is good."

Do the nerves drop away once he walks out onto the diving board?

"No," he laughs. "They never go away. I feel like Bambi on ice. A springboard is a very thin piece of metal, only a few centimetres wide, that can shoot you off in any direction, so it's literally one step at a time, get to the end of the board first, then jump off, do the right amount of spins, trying to figure out where you are in the air, and hopefully go into the water without a splash; lots to multi-task. It never gets less scary. But the good thing is that I've had the experience of being at an Olympics, and made it to the final as well, so if there's anyone who should be able to do it, it would be me."

Huge Audience Figures

The one thing that he does manage to forget about, surprisingly, is the audience watching at home - 388,000 Irish people tuned in to the 3m Springboard final at the 2016 Olympic Games, RTE's highest viewing figures for the entire event.

"I have the usual nerves and things that go on in my head, but I do tend to forget about the crowd," he admits. "As soon as the whistle goes, you can hear a pin drop, so it's very intimidating and a very scary place to stand. You have TV cameras on one side, maybe three thousand people on the other, and then all the people watching back home – I totally didn't think about that before Rio. I was so nervous thinking about what I was doing, I didn't have time to worry about anyone else.

"You need tunnel vision, to narrow the focus so you can forget about everything else, and I think that gives you a fighting chance of being able to take your diving to the next level. I think all divers are physically good enough to do some really good stuff but it's such a psychological sport, where your nerves can really cause havoc or you can put them to good use."

Injury Concerns

The 2019 season was a mixed bag for the 27-year-old, as he was dogged by a back injury.

"It's one of those things that I've been working hard to get over, especially given the year ahead. This is the year where everything has to fall into place. I need to keep on top of everything. My back injury is still there, but I'm working around it, keeping my body as supple as possible while not letting it get too stiff or sore. This is all part of the job, and like any job it has pros and cons, and one of the cons is injuries. It's a high level, impact sport so it can get a bit sore, but I'm getting there. Last year was tough with injury but there were loads of positives to take forward into this year."

That back injury hampered Ollie's performance at the World Championships in Korea in 2019, where he just missed out on a place in the final.

"I did a really good prelim. where I was in eighth place, but I found it hard to keep up that momentum. I was really happy with my performance in the prelim. round, which went on for four hours, but the additional two hours afterwards proved too much for my back," he recalls. "But we have identified issues from that competition with my back and we have a plan going forward, where there will be a physio at every competition, which will be really helpful. But there is also a lot of work I can do to keep my body loose. I know on my day I will be up there with the very best."

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- Dublin Port Masterplan 2040, reviewed 2018
- Strategic Environmental Assessment of the Dublin Port Masterplan 2040
- Dublin Port Strategic Transportation Study
- ABR Project
- MP2 Project
- Dublin Port Dredging Consents
- Environmental Monitoring Programmes

FOR MORE INFORMATION

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

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

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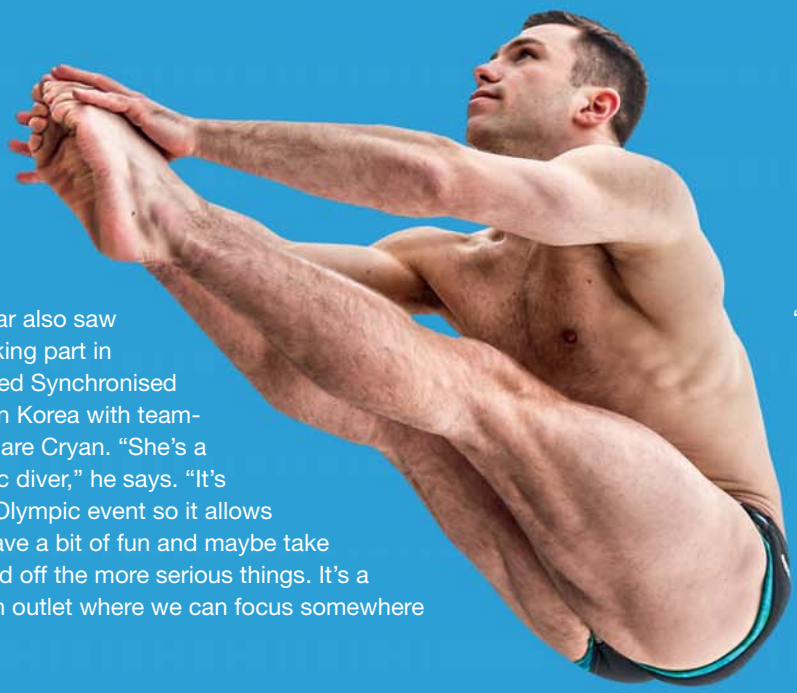

Last year also saw Ollie taking part in the Mixed Synchronised Diving in Korea with team-mate Clare Cryan. "She's a fantastic diver," he says. "It's not an Olympic event so it allows us to have a bit of fun and maybe take our mind off the more serious things. It's a bit of an outlet where we can focus somewhere else."

It also helps to break from the solitude of diving as a sport: "diving is one of the loneliest sports, so it's nice to have that extra element where you're doing it with someone. You also have the extra impetus that you don't want to let them down, and they probably feel the same. But it is great fun and I was really happy that I got to do that; we probably won't get to do it as much this year but it was fun."

Ollie notes that the camaraderie between the international cast of divers is very strong ("but you still want to beat everybody"). "It's a very friendly world," he grins. "I think sport in general should be about that camaraderie and for me, diving was always an outlet; every day at 5pm, I knew I would be in amongst people who had an interest in the same thing I did. Now that it's a job, it's kind of weird in that I see some good friends at different locations around the world."

Ollie is a big football fan, having played to a very high level in the UK during his teens, and laughs when I ask him if the level of cheating and diving in soccer annoys him? "I could give them a few lessons in how to dive," he grins.

Support from Dublin Port Company

When he's not hurling himself into the air from a 3m Springboard, Ollie is in his third year of a four-year degree in film and broadcasting at TU Dublin, formerly DIT, 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.

"The car just makes my life possible," he smiles. "I think that's why my diving has improved, because it has given me the extra flexibility to just get away from diving, away from the stressful places, and into my own little bubble, which I never thought would be education but it is. I have a great time there and a good social life, and can get away from the stresses of diving."

He's also keen to give back to the company and the country that has embraced him – Ollie was born in Harrogate in Yorkshire and qualifies for Ireland through a Cork grandmother. He has already met with schoolboys from Ringsend to talk about his experiences diving and wants to bring kids from the areas around the Port to the National Aquatic Centre for a diving lesson: "I don't know how much swimming I could teach them but I could definitely show them some diving. They are great kids and I'd love to bring them here and show them some of the stuff I do."

Qualifying for the Olympics

His big job for 2020, however, is to make it to his second Olympics, with qualifying taking place this April in Tokyo at the FINA Diving World Cup.

"I have to finish in the top 18 there, which is how I qualified for Rio. Land all my dives and I'll be going to the Olympics; if I miss one dive, I won't be going," he shrugs. "There will be about 70 divers and only 18 get a spot. I remember in February 2016 when the last qualifiers were, it was a really heart-breaking day, because some of your friends don't get to go, and everyone works as hard as each other. This is not just a four-year effort, it's a whole lifetime, with a lot of investment from families: I was seven years old when I started so this will be my 20th year diving. It's had its stresses but there have been some amazing experiences as well."

Hopefully 2020 will bring more of those amazing experiences. Dublin Port Company and the entire country will be tuned in and wishing him well in Tokyo.

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Unitised Trade Up 3.6% in Dublin Port

Ro-Ro and Lo-Lo volumes experienced growth in 2019, according to the latest figures from Dublin Port Company.

Dublin Port Company has reported full year trading figures for 2019. The latest figures show a growth in unitised volumes (Ro-Ro and Lo-Lo combined) of +3.6% to 1.5 million units. Over the six years since the economic recovery began in 2013, unitised trade has grown by +41.3%.

The continued strength in unitised growth was, however, offset by a large one-off decline in Bulk Solid commodities and, as a result, overall tonnage growth for the year was just +0.4%.

Growth in Unitised Trade During 2019
Looking at the 2019 trade figures in detail, containers and freight trailers accounted for 83% of all cargo and both the Ro-Ro and Lo-Lo sectors grew strongly:

- Ro-Ro grew by +2.6% in 2019 to 1.1 million Ro-Ro units (1,059,103);
- Lo-Lo container volumes grew by +6.5% to 774,000 TEU and have now, 12 years later, finally surpassed the pre-recession level of 2007.

Imports of new trade vehicles through Dublin Port decreased by -4.4% to 99,000 during 2019.

Bulk liquid volumes, comprising mostly petroleum products, grew by 0.9% to 4.7 million tonnes, driven by increasing activity in the road transport and aviation sectors. Petroleum imports through Dublin Port are now 14.4% higher than they were in 2007.

Bulk solid commodities declined by 23.4% to 1.8 million tonnes due, firstly, to 2018 having been an exceptionally strong year for agri-feed imports and, secondly, because of the cessation of exports from Boliden Tara Mines for a four-month period while major construction works in Alexandra Basin were proceeding. These works are now complete, and exports of lead and zinc ore concentrates have fully resumed. These two factors also reduced the number of ship arrivals in 2019 by 71 down to 7,898.

Ferry passenger volumes increased by +6.7% to 1,949,000. Similarly, the number of tourist vehicles increased by 9.9 % to 560,000.

Dublin Port's cruise business grew again, with 158 cruise ship arrivals (compared to 150 in 2018) and growth of +16.7% in visitor numbers. The average size of cruise ship increased yet again, reaching 55,648 gross tonnes, an increase of +11.1% compared to the previous year.

Strong Growth in Unitised Volumes
"The dominant feature of 2019 was the continued strong growth in the unitised modes with Ro-Ro ahead by 2.6% and Lo-Lo by 6.5%," noted Dublin Port's Chief Executive, Eamonn O'Reilly. "Behind these growth figures, however, we saw a marked difference between the UK and the EU-26. Where GB volumes declined by 0.2%, volumes on Ro-Ro and Lo-Lo services to Continental Europe grew very strongly by 10.7%.

+3.6%

RO-RO AND LO-LO COMBINED GROWTH

+41.3%

UNITISED TRADE GROWTH SINCE 2013

+6.7%

FERRY PASSENGER VOLUMES INCREASED TO 1,949,000

+16.7%

CRUISE BUSINESS GREW TO 158 CRUISE SHIP ARRIVALS

+10.7%

GROWTH OF RO-RO AND LO-LO SERVICES TO CONTINENTAL EUROPE

98,897

NEW TRADE VEHICLES

15,280

TOTAL EXPORTS ('000 GROSS TONNES)

22,858

TOTAL IMPORTS ('000 GROSS TONNES)

"The effect of the deployment in recent years of new ships on direct routes to Continental Europe by shipping lines such as Irish Ferries and CLdN is clear to be seen and we expect to see this trend continue as trading patterns adapt post Brexit.

"While overall tonnage growth was low at 0.4%, there were one-off factors behind the decline in Bulk Solid volumes in 2019 which will not be repeated in 2020."

Major Investment Programme

The continued large growth in unitised volumes underpins the need for Dublin Port Company to continue the major €1 billion investment programme from now to 2029, the CEO argued: "In December, we finalised a €300 million private placement debt facility and, with the finance now in place, capital investment will continue apace during 2020 on the Alexandra Basin Redevelopment Project, at Dublin Inland Port and on the redevelopment of the port's road network to provide the capacity needed as the port grows to maximum capacity utilisation by 2040."

During 2019, DPC submitted the Masterplan's second strategic infrastructure development project, the MP2 Project, to An Bord Pleanála and hope to get a decision in the coming months. "The MP2 Project is designed to greatly increase Dublin Port's capacity for both Ro-Ro and Lo-Lo and to do this with no expansion into Dublin Bay. This is a key commitment in our Masterplan," stressed Eamonn.

"While the final impacts from Brexit remain unknown, we have completed a series of projects during 2019 in conjunction with the OPW to provide the border infrastructure needed for whatever level of checks are ultimately required," he concluded.

Trade statistics 2019

	2019	2018	Change
Overall volumes ('000 gross tonnes)			
Imports	22,858	22,742	0.5%
Exports	15,280	15,259	0.1%
Total	**38,138**	**38,001**	**0.4%**
Unitised trade			
Ro-Ro units	1,059,103	1,031,897	2.6%
Lo-Lo units	432,510	407,463	6.1%
Total units	**1,491,613**	**1,439,360**	**3.6%**
Lo-Lo TEU	774,000	726,928	6.5%
New trade vehicles	98,897	103,443	-4.4%
Bulk trades ('000 tonnes)			
Bulk Liquid	4,662	4,622	0.9%
Bulk Solid	1,820	2,375	-23.4%
Break Bulk	17	24	-27.9%
Tourist traffic			
Ferry passengers	1,949,229	1,827,674	6.7%
Ferry tourist vehicles	559,506	508,960	9.9%
Cruise calls	158	150	5.3%
Cruise visitors (passengers and crew)	323,234	276,927	16.7%
Shipping activity			
Number of arrivals	7,898	7,969	-0.9%

Trends in unitised volumes 2013 to 2019

Year	Ro-Ro	Lo-Lo	Total
2013	0.76m	0.29m	1.06m
2014	0.82m	0.32m	1.14m
2015	0.88m	0.35m	1.22m
2016	0.94m	0.37m	1.32m
2017	0.99m	0.39m	1.39m
2018	1.03m	0.41m	1.44m
2019	1.06m	0.43m	1.49m
2013 to 2019	39.0%	47.4%	41.3%

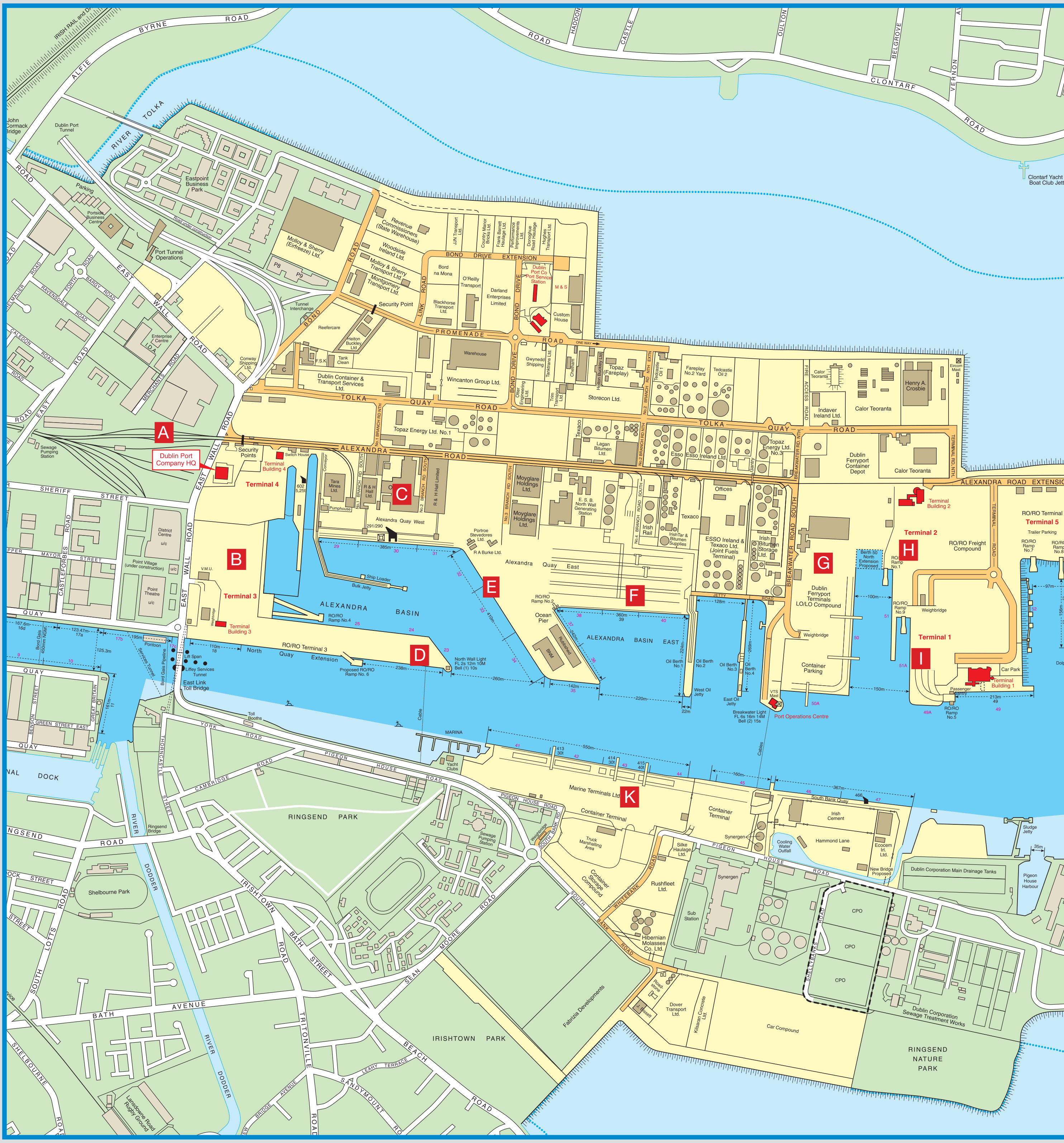
Seven year growth trends in total tonnes, 2013 to 2019

Year	Change
2013	+ 3.0%
2014	+ 6.9%
2015*	+ 6.4%
2016*	+ 6.4%
2017*	+ 4.3%
2018*	+ 4.3%
2019*	+ 0.4%
2013 to 2019	+36.1%

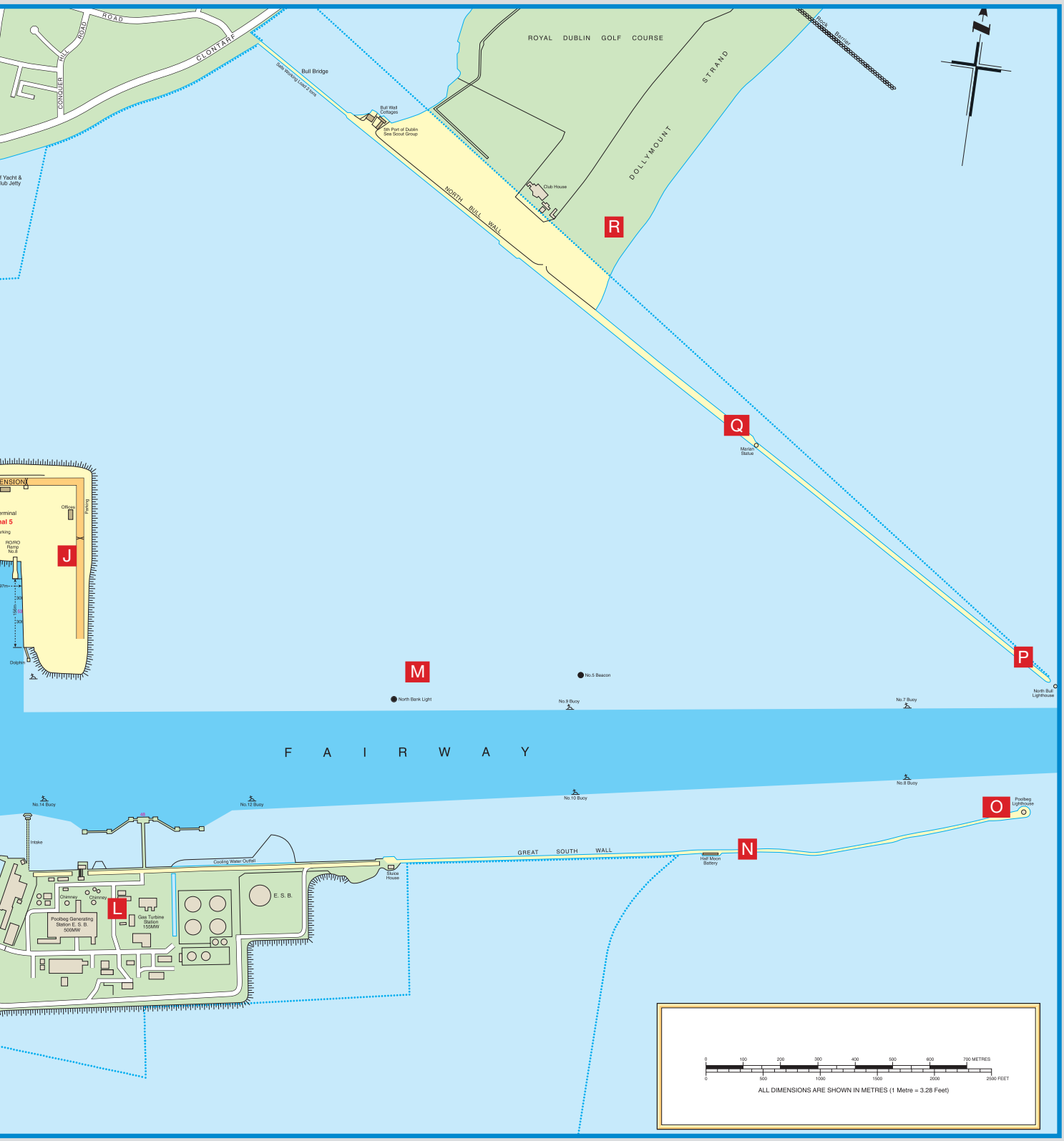
* Record years

Map of Dublin Port

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



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



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)

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Peter Curran
Partner
+353 1 6644 990
petercurran@eversheds-sutherland.ie

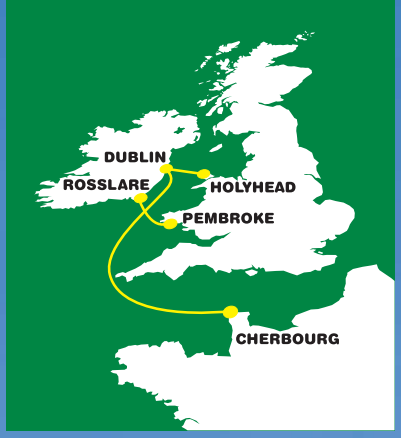
Pamela O'Neill
Partner
+353 1 6644 241
pamelaoneill@eversheds-sutherland.ie

eversheds-sutherland.ie

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

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



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Ro-Ro Terminals

Terminal	Operator	Berth Details	Facility Details	Contact Details
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 1 x 426 mobile (104 tonnes SWL) 2 x 250 mobile (65 tonnes SWL) 11 x RTG's Second-handling equipment 4 reachstackers 30 Terminal Tractors 12 Novatech Flexmasters Reefer points 336 Warehousing 300,000sq feet	+353 1 819 2600 www.doyleshipping.ie

Bulk

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

Cruise

Terminal	Operator	Berth Details	Facility Details	Contact Details
Cruise Tourism	Various	Berths 18 & 33. Smaller vessels can berth West of Tom Clarke Bridge close to the city.		+353 1 887 6000 www.dublinport.ie

Roinn Cumarsáide, Gníomhaithe ar son na hAeráide & Comhshaoil
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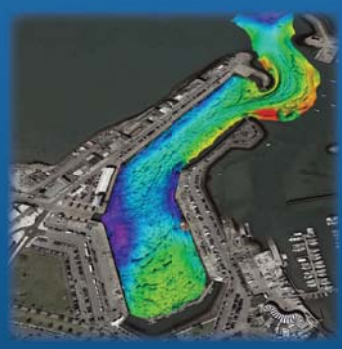

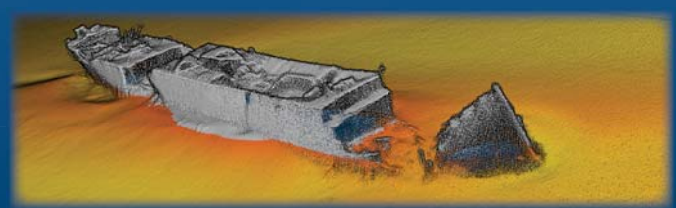

- Mapping our Resources
- Safeguarding Shipping
- Supporting Fisheries & Aquaculture
- Discovering our Marine Heritage
- Promoting Conservation & Protecting Biodiversity
- Realising Ireland's Economic Potential

Geological Survey
Suirbhéireacht Gheolaíochta
Ireland | Éireann

Foras na Mara
Marine Institute

Ro-Ro Schedule

Irish Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Ulysses (Passenger & Freight) **Tel:** +353 (0)818 22 15 60	Holyhead	2	05.55 17.25	08.05 20.55	Terminal 1
Swift (Passenger & Freight) **Tel:** +353 (0)818 22 15 60	Holyhead	2 (April-Sept)	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1
W.B. Yeats (Passenger & Freight) **Tel:** +353 (0)818 22 15 60	Holyhead	2	11.45 23.30	02.00 14.30	Terminal 1
	Cherbourg	1 (mid March-Sept)	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1
Epsilon (Passenger & Freight) **Tel:** +353 (0)818 22 15 60	Holyhead	2	11.45 23.30	02.00 14.30	Terminal 1
	Cherbourg	1 (Oct - mid March)	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1

Stena Line

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Stena Estrid (Passengers & Freight) **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* *(* Calls to this number are charged at 11 pence per minute, plus your telephone company's access charge.)*	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 sailings per week	08.00 (Sunday) 16.00 (Thursday)	20.00 (Sunday) 13.00 (Friday)	Ocean Pier
	Rotterdam	4 sailings per week	10.00 (Monday) 12.00 (Monday) 08.00 (Thursday) 14.00 (Saturday)	16.00 (Monday) 20.00 (Tuesday)* 14.00 (Thursday) 20.00 (Saturday)	Ocean Pier

** Donates Container Vessel*

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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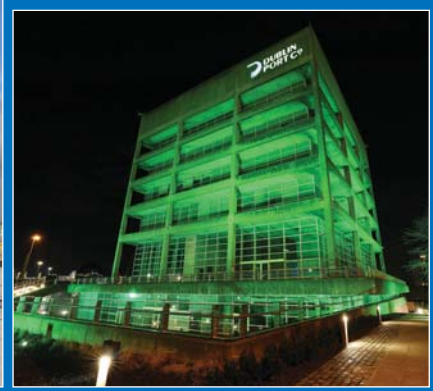

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Phone: (Office) 01 8384333 (Mobile) 087 2605912
Email: john@dunganelectrical.com
Website: www.dunganelectrical.com

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
		1 sailing weekly	Seabridge Liner Agencies	Cosco Shipping Lines	+353 1 678 7398
		1 sailing weekly	DSG	X-Press	+353 1 819 2600
	Zeebrugge	1 sailing weekly	Seabridge Liner Agencies	Cosco Shipping Lines	+353 1 678 7398
		1 sailing weekly	DSG	X-Press	+353 1 819 2600
Cyprus	Limassol	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
France	Le Havre	1 sailing weekly	DSG	X-Press	+353 1 819 2600
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	DFDS	DFDS	+353 1 812 9400
		3 sailings weekly		Eucon	+353 1 607 5555
		1 sailing weekly	DSG	X-Press	+353 1 819 2600
		4 sailings weekly		Samskip	+353 1 631 0900
		4 sailings weekly		BG Freight Line	+353 1 803 8700
		1 sailing weekly	Seabridge Liner Agencies	Cosco Shipping Lines	+353 1 678 7398
Portugal	Leixoes	1 sailing weekly	Containerships - CMA CGM Gmbh	Containerships – CMA CGM Gmbh	+353 1 855 2644
		1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Setubal	1 sailing weekly	Containerships - CMA CGM Gmbh	Containerships – CMA CGM Gmbh	+353 1 855 2644
Spain	Barcelona (Exports Only)	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Bilbao	1 sailing weekly	DFDS	DFDS	+353 1 812 9400
		1 sailing weekly	Containerships - CMA CGM Gmbh	Containerships – CMA CGM Gmbh	+353 1 855 2644
	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	1 sailing weekly	DFDS	DFDS	+353 1 812 9400
		3 sailings weekly		BG Freight Line	+353 1 803 8700
		2 sailings weekly	Containerships - CMA CGM Gmbh	Containerships – CMA CGM Gmbh	+353 1 855 2644
	(exports only)	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
UK	Southampton	1 sailing weekly	DSG	X-Press	+353 1 819 2600
		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
Dublin Swift (Passengers) **Tel:** +353 818 300 400	Holyhead	2 (April 2nd - September 30th)	Visit www.irishferries.com	Visit www.irishferries.com	Terminal 1
Epsilon (Passenger & Freight) **Tel:** +353 818 300 400	Holyhead	1 (March 28th - September 30th)	Visit www.irishferries.com	Visit www.irishferries.com	Terminal 1
Epsilon (Passenger & Freight) **Tel:** +353 818 300 400	Cherbourg	1 (Up to March 22nd and from October 1st)	Visit www.irishferries.com	Visit www.irishferries.com	Terminal 1
W.B. Yeats (Passenger & Freight) **Tel:** +353 818 300 400	Cherbourg	Every 2nd Day (March 28th - September 30th)	Visit www.irishferries.com	Visit www.irishferries.com	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 Estrid (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
Fastcraft Manannan **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 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.
*** Calls to this number are charged at 11 pence per minute, plus your telephone company's access charge.*

JPD WATER
Promenade Road, Dublin Port, D03AH39.

Contact:
Office Tel: 01 534 7650
JP: 087 629 5601
Catherine: 087 150 7597

info@jpdwater.ie
jpdownes@jpdwater.ie
cdownes@jpdwater.ie

JPD Water provides a diverse utility civil engineering contracting service resulting from many years experience in the execution of both large and small contracts across a varied spectrum ranging from marine works, demolition, culvert construction, sewage and drainage schemes, water infrastructure and extensive experience in the provision of civil engineering related services to the public and state agencies and also the petro chemical industry.

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Tide Tables

Dublin (North Wall)

JANUARY 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	1	W	03:30	3.48	15:37	3.75	09:06	1.35	21:42	1.16	08:40	16:16
	2	Th	04:23	3.36	16:28	3.60	09:59	1.49	22:33	1.29	08:40	16:17
●	3	F	05:24	3.29	17:26	3.48	10:57	1.60	23:30	1.40	08:39	16:18
	4	Sa	06:27	3.27	18:30	3.40	11:59	1.66			08:39	16:19
	5	Su	07:27	3.33	19:33	3.40	00:29	1.44	12:59	1.64	08:39	16:20
	6	M	08:21	3.45	20:29	3.47	01:27	1.42	13:55	1.54	08:38	16:22
	7	Tu	09:09	3.59	21:18	3.58	02:19	1.33	14:45	1.38	08:38	16:23
	8	W	09:51	3.74	22:03	3.71	03:04	1.20	15:28	1.19	08:37	16:24
	9	Th	10:28	3.89	22:45	3.84	03:44	1.05	16:08	0.98	08:37	16:26
○	10	F	11:05	4.03	23:27	3.95	04:22	0.91	16:48	0.78	08:36	16:27
	11	Sa	11:44	4.14			05:01	0.80	17:29	0.61	08:36	16:29
	12	Su	00:09	4.02	12:26	4.22	05:42	0.74	18:13	0.50	08:35	16:30
	13	M	00:54	4.04	13:11	4.26	06:25	0.73	19:00	0.46	08:34	16:32
	14	Tu	01:42	4.01	14:00	4.25	07:12	0.79	19:51	0.49	08:33	16:33
	15	W	02:33	3.95	14:51	4.19	08:03	0.89	20:46	0.57	08:32	16:35
	16	Th	03:27	3.85	15:46	4.10	09:00	1.02	21:45	0.70	08:32	16:37
◐	17	F	04:26	3.74	16:45	3.97	10:00	1.16	22:46	0.86	08:31	16:38
	18	Sa	05:31	3.65	17:52	3.84	11:07	1.29	23:53	1.02	08:29	16:40
	19	Su	06:41	3.60	19:05	3.74			12:18	1.37	08:28	16:42
	20	M	07:49	3.63	20:18	3.71	01:03	1.12	13:32	1.36	08:27	16:44
	21	Tu	08:54	3.71	21:24	3.74	02:12	1.14	14:41	1.26	08:26	16:45
	22	W	09:51	3.82	22:24	3.78	03:13	1.09	15:40	1.11	08:25	16:47
	23	Th	10:42	3.93	23:13	3.81	04:04	1.01	16:29	0.95	08:24	16:49
●	24	F	11:24	4.00	23:54	3.80	04:47	0.94	17:12	0.83	08:22	16:51
	25	Sa	11:59	4.04			05:24	0.89	17:50	0.76	08:21	16:53
	26	Su	00:27	3.77	12:30	4.05	06:00	0.87	18:27	0.74	08:19	16:55
	27	M	00:57	3.73	13:03	4.03	06:33	0.88	19:02	0.75	08:18	16:57
	28	Tu	01:30	3.68	13:39	3.98	07:07	0.92	19:37	0.80	08:17	16:58
	29	W	02:05	3.62	14:17	3.90	07:43	0.99	20:14	0.89	08:15	17:00
	30	Th	02:43	3.55	14:57	3.80	08:22	1.09	20:51	1.00	08:14	17:02
	31	F	03:24	3.46	15:39	3.66	09:04	1.23	21:31	1.14	08:12	17:04

FEBRUARY 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	1	Sa	04:11	3.36	16:27	3.50	09:51	1.38	22:18	1.30	08:10	17:06
●	2	Su	05:05	3.25	17:22	3.35	10:49	1.52	23:16	1.44	08:09	17:08
	3	M	06:12	3.20	18:29	3.26	11:57	1.61			08:07	17:10
	4	Tu	07:26	3.24	19:43	3.28	00:25	1.52	13:05	1.58	08:05	17:12
	5	W	08:27	3.38	20:48	3.41	01:33	1.48	14:07	1.42	08:03	17:14
	6	Th	09:19	3.58	21:41	3.59	02:33	1.33	15:01	1.17	08:02	17:16
	7	F	10:05	3.80	22:28	3.79	03:23	1.11	15:48	0.87	08:00	17:18
	8	Sa	10:46	4.01	23:11	3.95	04:06	0.88	16:32	0.58	07:58	17:20
○	9	Su	11:27	4.18	23:53	4.06	04:46	0.68	17:14	0.34	07:56	17:22
	10	M			12:09	4.30	05:27	0.53	17:57	0.20	07:54	17:24
	11	Tu	00:36	4.11	12:52	4.36	06:09	0.46	18:42	0.15	07:52	17:26
	12	W	01:21	4.09	13:39	4.34	06:53	0.48	19:30	0.22	07:50	17:28
	13	Th	02:08	4.02	14:28	4.26	07:41	0.58	20:21	0.37	07:48	17:30
	14	F	02:58	3.90	15:21	4.11	08:33	0.74	21:15	0.60	07:46	17:32
◐	15	Sa	03:53	3.75	16:19	3.92	09:32	0.94	22:13	0.86	07:44	17:34
	16	Su	04:54	3.59	17:27	3.71	10:36	1.15	23:18	1.13	07:42	17:36
	17	M	06:06	3.48	18:45	3.55	11:48	1.32			07:40	17:38
	18	Tu	07:21	3.46	20:03	3.49	00:33	1.32	13:11	1.37	07:38	17:40
	19	W	08:32	3.54	21:15	3.53	01:54	1.37	14:31	1.28	07:36	17:41
	20	Th	09:36	3.67	22:17	3.61	03:02	1.28	15:32	1.10	07:34	17:43
	21	F	10:29	3.81	23:05	3.67	03:53	1.14	16:19	0.93	07:32	17:45
	22	Sa	11:11	3.90	23:42	3.69	04:33	1.00	16:58	0.79	07:30	17:47
◐	23	Su	11:43	3.95			05:09	0.88	17:33	0.71	07:27	17:49
	24	M	00:09	3.68	12:11	3.96	05:41	0.80	18:05	0.68	07:25	17:51
	25	Tu	00:33	3.67	12:39	3.95	06:12	0.76	18:35	0.69	07:23	17:53
	26	W	00:59	3.67	13:10	3.93	06:41	0.76	19:03	0.72	07:21	17:55
	27	Th	01:29	3.66	13:45	3.88	07:10	0.79	19:32	0.77	07:18	17:57
	28	F	02:03	3.63	14:22	3.79	07:42	0.86	20:04	0.86	07:16	17:59
	29	Sa	02:42	3.57	15:03	3.67	08:19	0.97	20:42	0.98	07:14	18:01

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Dublin (North Wall)

MARCH 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	1	Su	03:24	3.46	15:48	3.51	09:01	1.12	21:24	1.15	07:12	18:03
●	2	M	04:12	3.32	16:39	3.34	09:50	1.29	22:15	1.35	07:09	18:05
	3	Tu	05:09	3.18	17:42	3.20	10:54	1.45	23:24	1.52	07:07	18:06
	4	W	06:24	3.12	19:04	3.17			12:19	1.49	07:05	18:08
	5	Th	07:46	3.22	20:21	3.31	00:52	1.55	13:35	1.34	07:02	18:10
	6	F	08:50	3.45	21:20	3.53	02:06	1.39	14:38	1.05	07:00	18:12
	7	Sa	09:41	3.73	22:09	3.77	03:03	1.11	15:30	0.69	06:58	18:14
	8	Su	10:26	3.99	22:53	3.97	03:49	0.80	16:14	0.36	06:55	18:16
○	9	M	11:07	4.20	23:33	4.10	04:30	0.53	16:56	0.10	06:53	18:18
	10	Tu	11:49	4.34			05:09	0.34	17:38	-0.04	06:51	18:20
	11	W	00:15	4.16	12:32	4.39	05:50	0.24	18:21	-0.04	06:48	18:21
	12	Th	00:56	4.14	13:17	4.35	06:33	0.25	19:06	0.09	06:46	18:23
	13	F	01:41	4.06	14:06	4.23	07:19	0.36	19:55	0.31	06:43	18:25
	14	Sa	02:28	3.92	14:57	4.04	08:10	0.55	20:47	0.61	06:41	18:27
	15	Su	03:20	3.75	15:56	3.80	09:07	0.78	21:43	0.93	06:39	18:29

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
◑	16	M	04:19	3.56	17:07	3.55	10:11	1.03	22:45	1.24	06:36	18:31
	17	Tu	05:33	3.41	18:27	3.38	11:23	1.23			06:34	18:33
	18	W	06:52	3.36	19:48	3.33	00:00	1.47	12:50	1.32	06:31	18:34
	19	Th	08:07	3.43	21:03	3.40	01:31	1.52	14:15	1.22	06:29	18:36
	20	F	09:15	3.57	22:02	3.51	02:43	1.39	15:15	1.05	06:27	18:38
	21	Sa	10:08	3.72	22:47	3.60	03:33	1.20	15:59	0.88	06:24	18:40
	22	Su	10:49	3.81	23:20	3.63	04:12	1.02	16:36	0.75	06:22	18:42
	23	M	11:21	3.86	23:45	3.65	04:47	0.86	17:08	0.68	06:19	18:43
●	24	Tu	11:48	3.87			05:18	0.75	17:37	0.65	06:17	18:45
	25	W	00:06	3.66	12:14	3.87	05:46	0.69	18:03	0.66	06:15	18:47
	26	Th	00:29	3.69	12:43	3.85	06:13	0.68	18:28	0.68	06:12	18:49
	27	F	00:57	3.71	13:16	3.82	06:39	0.69	18:55	0.72	06:10	18:51
	28	Sa	01:30	3.71	13:54	3.76	07:10	0.74	19:28	0.80	06:07	18:53
	29	Su	03:09	3.66	15:34	3.66	08:47	0.82	21:06	0.92	07:05	19:54
	30	M	03:51	3.56	16:19	3.52	09:30	0.96	21:51	1.09	07:03	19:56
	31	Tu	04:37	3.41	17:10	3.36	10:20	1.12	22:42	1.30	07:00	19:58

APRIL 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
●	1	W	05:33	3.26	18:13	3.21	11:24	1.28	23:51	1.50	06:58	20:00
	2	Th	06:42	3.16	19:35	3.17			12:48	1.32	06:55	20:02
	3	F	08:08	3.23	20:54	3.31	01:19	1.54	14:09	1.18	06:53	20:03
	4	Sa	09:18	3.45	21:57	3.54	02:39	1.37	15:15	0.88	06:51	20:05
	5	Su	10:15	3.73	22:48	3.78	03:39	1.08	16:08	0.53	06:48	20:07
	6	M	11:03	4.00	23:31	3.98	04:27	0.76	16:54	0.22	06:46	20:09
	7	Tu	11:46	4.20			05:09	0.48	17:36	0.01	06:43	20:11
○	8	W	00:12	4.11	12:29	4.32	05:50	0.28	18:18	-0.07	06:41	20:12
	9	Th	00:52	4.16	13:12	4.35	06:31	0.18	19:00	-0.02	06:39	20:14
	10	F	01:33	4.14	13:58	4.28	07:14	0.20	19:45	0.15	06:36	20:16
	11	Sa	02:16	4.07	14:47	4.14	08:00	0.31	20:31	0.40	06:34	20:18
	12	Su	03:03	3.94	15:40	3.93	08:52	0.49	21:21	0.71	06:32	20:20
	13	M	03:54	3.78	16:39	3.69	09:49	0.72	22:17	1.03	06:29	20:22
◑	14	Tu	04:51	3.60	17:48	3.45	10:51	0.95	23:17	1.32	06:27	20:23
	15	W	06:03	3.44	19:05	3.29			12:00	1.14	06:25	20:25

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	16	Th	07:21	3.37	20:24	3.26	00:27	1.53	13:21	1.23	06:22	20:27
	17	F	08:35	3.41	21:37	3.34	01:52	1.59	14:44	1.18	06:20	20:29
	18	Sa	09:42	3.52	22:33	3.46	03:09	1.47	15:44	1.04	06:18	20:31
	19	Su	10:36	3.65	23:16	3.55	04:02	1.27	16:29	0.90	06:16	20:32
	20	M	11:17	3.74	23:48	3.62	04:43	1.08	17:06	0.79	06:13	20:34
	21	Tu	11:51	3.78			05:18	0.92	17:37	0.73	06:11	20:36
	22	W	00:15	3.66	12:21	3.80	05:50	0.81	18:06	0.71	06:09	20:38
●	23	Th	00:38	3.69	12:48	3.80	06:18	0.75	18:31	0.71	06:07	20:40
	24	F	01:00	3.73	13:17	3.79	06:45	0.72	18:55	0.73	06:05	20:41
	25	Sa	01:28	3.76	13:51	3.78	07:12	0.72	19:24	0.76	06:02	20:43
	26	Su	02:03	3.77	14:30	3.74	07:45	0.75	20:00	0.83	06:00	20:45
	27	M	02:42	3.74	15:12	3.66	08:24	0.81	20:41	0.95	05:58	20:47
	28	Tu	03:27	3.66	16:00	3.55	09:10	0.91	21:28	1.11	05:56	20:49
	29	W	04:15	3.54	16:53	3.42	10:05	1.03	22:24	1.29	05:54	20:50
◑	30	Th	05:11	3.42	17:56	3.32	11:11	1.12	23:33	1.43	05:52	20:52

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Dublin (North Wall)

MAY 2020

Date		High Water				Low Water					
		Morning		Afternoon		Morning		Afternoon		Rise	Set
		Time	m	Time	m	Time	m	Time	m	Time	Time
1	F	06:18	3.36	19:11	3.30			12:28	1.13	05:50	20:54
2	Sa	07:35	3.40	20:26	3.41	00:53	1.46	13:43	0.99	05:48	20:56
3	Su	08:45	3.57	21:29	3.60	02:08	1.32	14:48	0.76	05:46	20:58
4	M	09:45	3.80	22:21	3.80	03:10	1.07	15:43	0.49	05:44	20:59
5	Tu	10:38	4.01	23:08	3.96	04:02	0.80	16:32	0.26	05:42	21:01
6	W	11:26	4.17	23:51	4.07	04:48	0.56	17:17	0.13	05:40	21:03
○ 7	Th			12:12	4.25	05:31	0.39	18:00	0.10	05:38	21:05
8	F	00:33	4.12	12:57	4.25	06:15	0.31	18:42	0.18	05:37	21:06
9	Sa	01:14	4.12	13:45	4.17	06:59	0.32	19:25	0.35	05:35	21:08
10	Su	01:57	4.06	14:33	4.03	07:47	0.41	20:11	0.58	05:33	21:10
11	M	02:43	3.97	15:26	3.84	08:38	0.55	21:00	0.84	05:31	21:11
12	Tu	03:33	3.85	16:23	3.63	09:34	0.73	21:53	1.10	05:29	21:13
13	W	04:29	3.70	17:26	3.43	10:33	0.91	22:51	1.33	05:28	21:15
◑ 14	Th	05:34	3.55	18:35	3.29	11:36	1.07	23:53	1.51	05:26	21:16
15	F	06:45	3.46	19:45	3.24			12:45	1.17	05:24	21:18
16	Sa	07:54	3.45	20:52	3.29	01:03	1.58	13:58	1.18	05:23	21:20
17	Su	08:57	3.50	21:48	3.40	02:17	1.53	15:00	1.11	05:21	21:21
18	M	09:51	3.58	22:33	3.51	03:18	1.38	15:50	1.02	05:20	21:23
19	Tu	10:37	3.65	23:09	3.60	04:06	1.21	16:30	0.94	05:18	21:24
20	W	11:16	3.70	23:40	3.67	04:44	1.07	17:03	0.88	05:17	21:26
21	Th	11:50	3.73			05:18	0.96	17:33	0.85	05:15	21:27
● 22	F	00:09	3.73	12:21	3.75	05:48	0.89	18:00	0.83	05:14	21:29
23	Sa	00:34	3.78	12:53	3.76	06:17	0.84	18:27	0.83	05:13	21:30
24	Su	01:04	3.83	13:30	3.76	06:48	0.81	19:00	0.84	05:11	21:32
25	M	01:41	3.85	14:10	3.75	07:25	0.81	19:39	0.89	05:10	21:33
26	Tu	02:23	3.84	14:56	3.71	08:08	0.82	20:23	0.98	05:09	21:35
27	W	03:09	3.80	15:45	3.64	08:58	0.87	21:13	1.10	05:08	21:36
28	Th	04:00	3.74	16:39	3.56	09:56	0.91	22:11	1.22	05:07	21:37
29	F	04:56	3.67	17:40	3.49	11:00	0.94	23:15	1.31	05:06	21:39
◑ 30	Sa	05:58	3.63	18:47	3.47			12:08	0.93	05:05	21:40
31	Su	07:06	3.65	19:55	3.53	00:25	1.33	13:16	0.86	05:04	21:41

JUNE 2020

Date		High Water				Low Water					
		Morning		Afternoon		Morning		Afternoon		Rise	Set
		Time	m	Time	m	Time	m	Time	m	Time	Time
1	M	08:14	3.74	20:58	3.65	01:34	1.26	14:20	0.73	05:03	21:42
2	Tu	09:17	3.86	21:55	3.78	02:38	1.11	15:18	0.60	05:02	21:43
3	W	10:15	3.99	22:46	3.91	03:35	0.94	16:10	0.48	05:01	21:45
4	Th	11:09	4.08	23:33	4.00	04:27	0.77	16:59	0.42	05:00	21:46
○ 5	F			12:00	4.12	05:16	0.63	17:44	0.42	05:00	21:47
6	Sa	00:17	4.06	12:48	4.10	06:03	0.55	18:27	0.49	04:59	21:48
7	Su	00:59	4.08	13:34	4.03	06:49	0.53	19:10	0.60	04:58	21:49
8	M	01:42	4.06	14:21	3.91	07:36	0.56	19:54	0.76	04:58	21:49
9	Tu	02:26	4.01	15:09	3.77	08:26	0.64	20:39	0.93	04:57	21:50
10	W	03:13	3.92	16:00	3.60	09:17	0.76	21:28	1.11	04:57	21:51
11	Th	04:04	3.81	16:55	3.45	10:11	0.89	22:21	1.28	04:57	21:52
12	F	05:00	3.68	17:54	3.32	11:06	1.02	23:18	1.42	04:56	21:53
◑ 13	Sa	06:02	3.56	18:57	3.25			12:04	1.14	04:56	21:53
14	Su	07:06	3.48	19:58	3.26	00:18	1.52	13:04	1.22	04:56	21:54
15	M	08:08	3.46	20:54	3.33	01:21	1.54	14:05	1.24	04:55	21:54
16	Tu	09:04	3.49	21:44	3.43	02:22	1.49	15:00	1.21	04:55	21:55
17	W	09:54	3.54	22:27	3.55	03:18	1.38	15:46	1.15	04:55	21:55
18	Th	10:39	3.60	23:05	3.65	04:04	1.26	16:25	1.08	04:55	21:56
19	F	11:19	3.66	23:39	3.75	04:44	1.14	16:59	1.02	04:55	21:56
20	Sa	11:57	3.71			05:18	1.03	17:31	0.96	04:56	21:56
● 21	Su	00:10	3.83	12:33	3.76	05:53	0.93	18:05	0.91	04:56	21:56
22	M	00:44	3.90	13:12	3.80	06:29	0.84	18:41	0.88	04:56	21:57
23	Tu	01:22	3.96	13:54	3.81	07:09	0.77	19:22	0.88	04:56	21:57
24	W	02:05	3.99	14:40	3.81	07:54	0.73	20:07	0.92	04:57	21:57
25	Th	02:52	3.99	15:30	3.77	08:45	0.72	20:57	0.99	04:57	21:57
26	F	03:43	3.97	16:22	3.72	09:42	0.73	21:53	1.07	04:58	21:57
27	Sa	04:37	3.93	17:19	3.67	10:42	0.76	22:52	1.15	04:58	21:57
◑ 28	Su	05:36	3.88	18:20	3.62	11:44	0.79	23:55	1.21	04:59	21:56
29	M	06:39	3.83	19:24	3.60			12:48	0.82	04:59	21:56
30	Tu	07:47	3.82	20:30	3.64	01:02	1.24	13:51	0.83	05:00	21:56

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

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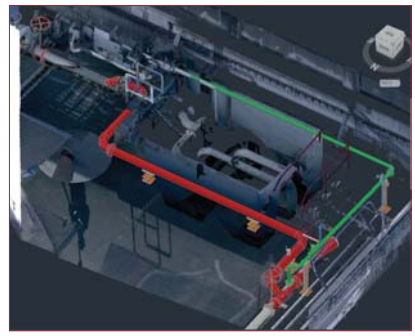

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Tide Tables

Dublin (North Wall)

JULY 2020

Date		High Water				Low Water					
		Morning		Afternoon		Morning		Afternoon		Rise	Set
		Time	m	Time	m	Time	m	Time	m	Time	Time
1	W	08:54	3.83	21:32	3.72	02:09	1.20	14:54	0.82	05:01	21:55
2	Th	10:00	3.87	22:29	3.82	03:13	1.12	15:52	0.80	05:01	21:55
3	F	10:59	3.92	23:20	3.92	04:13	1.00	16:45	0.76	05:02	21:55
4	Sa	11:53	3.95			05:07	0.86	17:33	0.74	05:03	21:54
○ 5	Su	00:06	3.99	12:41	3.94	05:57	0.75	18:16	0.75	05:04	21:53
6	M	00:47	4.04	13:25	3.89	06:42	0.69	18:57	0.79	05:05	21:53
7	Tu	01:26	4.05	14:06	3.81	07:26	0.67	19:36	0.85	05:06	21:52
8	W	02:06	4.03	14:47	3.71	08:09	0.70	20:16	0.94	05:07	21:51
9	Th	02:48	3.97	15:30	3.60	08:54	0.77	21:00	1.04	05:08	21:50
10	F	03:32	3.89	16:15	3.48	09:41	0.87	21:46	1.17	05:09	21:50
11	Sa	04:18	3.77	17:03	3.38	10:29	0.99	22:36	1.30	05:10	21:49
◑ 12	Su	05:09	3.63	17:57	3.29	11:19	1.13	23:31	1.42	05:11	21:48
13	M	06:06	3.50	18:57	3.24			12:12	1.26	05:13	21:47
14	Tu	07:10	3.40	19:59	3.25	00:29	1.52	13:07	1.35	05:14	21:46
15	W	08:15	3.36	20:56	3.33	01:29	1.56	14:03	1.39	05:15	21:45
16	Th	09:13	3.39	21:47	3.45	02:28	1.52	14:59	1.36	05:16	21:43
17	F	10:06	3.47	22:32	3.59	03:24	1.42	15:48	1.28	05:18	21:42
18	Sa	10:52	3.58	23:12	3.74	04:12	1.26	16:30	1.16	05:19	21:41
19	Su	11:35	3.69	23:48	3.88	04:53	1.08	17:09	1.03	05:20	21:40
● 20	M			12:15	3.80	05:32	0.89	17:46	0.90	05:22	21:39
21	Tu	00:25	4.01	12:55	3.88	06:12	0.71	18:24	0.80	05:23	21:37
22	W	01:04	4.11	13:36	3.93	06:53	0.58	19:05	0.75	05:25	21:36
23	Th	01:46	4.17	14:21	3.94	07:38	0.50	19:48	0.74	05:26	21:34
24	F	02:32	4.19	15:09	3.92	08:27	0.49	20:36	0.79	05:28	21:33
25	Sa	03:21	4.17	15:59	3.86	09:19	0.53	21:28	0.88	05:29	21:31
26	Su	04:13	4.10	16:52	3.78	10:16	0.62	22:24	1.00	05:31	21:30
◑ 27	M	05:09	4.00	17:50	3.68	11:15	0.75	23:26	1.14	05:32	21:28
28	Tu	06:12	3.87	18:54	3.60			12:18	0.90	05:34	21:27
29	W	07:24	3.75	20:05	3.58	00:33	1.25	13:24	1.03	05:36	21:25
30	Th	08:40	3.70	21:13	3.63	01:45	1.31	14:33	1.11	05:37	21:23
31	F	09:51	3.71	22:16	3.74	03:00	1.27	15:39	1.10	05:39	21:21

AUGUST 2020

Date		High Water				Low Water					
		Morning		Afternoon		Morning		Afternoon		Rise	Set
		Time	m	Time	m	Time	m	Time	m	Time	Time
1	Sa	10:55	3.76	23:11	3.86	04:08	1.14	16:36	1.04	05:40	21:20
2	Su	11:50	3.81	23:57	3.96	05:04	0.98	17:23	0.96	05:42	21:18
○ 3	M			12:36	3.82	05:51	0.83	18:04	0.90	05:44	21:16
4	Tu	00:36	4.02	13:15	3.79	06:32	0.73	18:41	0.86	05:45	21:14
5	W	01:09	4.05	13:46	3.73	07:10	0.69	19:15	0.86	05:47	21:12
6	Th	01:42	4.04	14:18	3.68	07:47	0.70	19:51	0.88	05:49	21:10
7	F	02:18	4.00	14:53	3.62	08:24	0.76	20:27	0.94	05:51	21:08
8	Sa	02:56	3.93	15:30	3.56	09:03	0.85	21:06	1.03	05:52	21:06
9	Su	03:36	3.82	16:11	3.48	09:42	0.97	21:49	1.16	05:54	21:05
10	M	04:20	3.69	16:54	3.39	10:25	1.11	22:36	1.31	05:56	21:02
◑ 11	Tu	05:08	3.52	17:45	3.29	11:12	1.27	23:31	1.47	05:57	21:01
12	W	06:04	3.36	18:48	3.21			12:07	1.43	05:59	20:58
13	Th	07:16	3.24	20:03	3.22	00:36	1.59	13:11	1.54	06:01	20:56
14	F	08:33	3.24	21:09	3.34	01:44	1.61	14:16	1.55	06:02	20:54
15	Sa	09:37	3.35	22:02	3.52	02:48	1.50	15:16	1.44	06:04	20:52
16	Su	10:30	3.52	22:47	3.73	03:45	1.28	16:07	1.26	06:06	20:50
17	M	11:15	3.71	23:27	3.94	04:33	1.01	16:49	1.04	06:08	20:48
18	Tu	11:57	3.87			05:14	0.72	17:28	0.82	06:09	20:46
● 19	W	00:05	4.13	12:36	3.99	05:54	0.47	18:06	0.65	06:11	20:43
20	Th	00:43	4.26	13:16	4.07	06:34	0.30	18:45	0.54	06:13	20:41
21	F	01:24	4.34	13:58	4.08	07:17	0.22	19:27	0.52	06:15	20:39
22	Sa	02:07	4.36	14:42	4.05	08:03	0.25	20:12	0.58	06:16	20:37
23	Su	02:54	4.30	15:30	3.96	08:52	0.38	21:02	0.71	06:18	20:35
24	M	03:46	4.17	16:21	3.84	09:46	0.57	21:57	0.89	06:20	20:32
◑ 25	Tu	04:42	3.99	17:18	3.70	10:45	0.82	22:59	1.10	06:22	20:30
26	W	05:48	3.78	18:25	3.57	11:48	1.07			06:23	20:28
27	Th	07:09	3.60	19:42	3.51	00:09	1.29	12:58	1.28	06:25	20:25
28	F	08:32	3.54	20:57	3.57	01:29	1.39	14:16	1.38	06:27	20:23
29	Sa	09:47	3.58	22:03	3.70	02:54	1.33	15:28	1.33	06:28	20:21
30	Su	10:51	3.67	23:00	3.85	04:05	1.16	16:25	1.21	06:30	20:18
31	M	11:44	3.75	23:46	3.97	04:57	0.96	17:09	1.07	06:32	20:16

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Dublin (North Wall)

SEPTEMBER 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	1	Tu			12:26	3.77	05:39	0.80	17:48	0.95	06:34	20:14
○	2	W	00:21	4.02	12:59	3.75	06:15	0.71	18:21	0.86	06:35	20:11
	3	Th	00:49	4.04	13:23	3.72	06:48	0.67	18:53	0.82	06:37	20:09
	4	F	01:17	4.03	13:48	3.70	07:20	0.69	19:24	0.81	06:39	20:07
	5	Sa	01:48	4.00	14:18	3.69	07:49	0.74	19:55	0.85	06:41	20:04
	6	Su	02:23	3.94	14:51	3.66	08:20	0.83	20:28	0.93	06:42	20:02
	7	M	03:00	3.85	15:28	3.61	08:52	0.94	21:04	1.05	06:44	19:59
	8	Tu	03:42	3.72	16:09	3.52	09:29	1.08	21:45	1.21	06:46	19:57
	9	W	04:27	3.55	16:55	3.39	10:12	1.27	22:35	1.39	06:47	19:55
◑	10	Th	05:19	3.35	17:51	3.26	11:04	1.48	23:39	1.56	06:49	19:52
	11	F	06:25	3.19	19:04	3.18			12:17	1.65	06:51	19:50
	12	Sa	07:56	3.15	20:29	3.26	01:03	1.62	13:39	1.68	06:53	19:47
	13	Su	09:12	3.29	21:32	3.47	02:19	1.50	14:50	1.55	06:54	19:45
	14	M	10:09	3.52	22:21	3.74	03:23	1.22	15:46	1.30	06:56	19:42
	15	Tu	10:55	3.76	23:03	4.00	04:12	0.87	16:30	1.00	06:58	19:40
	16	W	11:36	3.96	23:42	4.23	04:54	0.52	17:08	0.73	07:00	19:37
●	17	Th			12:14	4.11	05:33	0.25	17:46	0.51	07:01	19:35
	18	F	00:21	4.39	12:53	4.19	06:13	0.08	18:24	0.38	07:03	19:33
	19	Sa	01:00	4.46	13:33	4.20	06:54	0.04	19:05	0.35	07:05	19:30
	20	Su	01:43	4.45	14:15	4.15	07:38	0.14	19:49	0.43	07:07	19:28
	21	M	02:30	4.34	15:02	4.05	08:25	0.35	20:39	0.61	07:08	19:25
	22	Tu	03:21	4.15	15:52	3.90	09:17	0.64	21:34	0.84	07:10	19:23
	23	W	04:20	3.91	16:49	3.73	10:15	0.96	22:38	1.09	07:12	19:20
◑	24	Th	05:30	3.65	17:58	3.58	11:19	1.26	23:50	1.30	07:13	19:18
	25	F	06:57	3.47	19:19	3.51			12:33	1.49	07:15	19:16
	26	Sa	08:21	3.44	20:36	3.57	01:15	1.40	13:57	1.57	07:17	19:13
	27	Su	09:39	3.52	21:46	3.71	02:46	1.31	15:12	1.48	07:19	19:11
	28	M	10:40	3.65	22:43	3.86	03:52	1.12	16:07	1.31	07:21	19:08
	29	Tu	11:28	3.75	23:27	3.97	04:39	0.93	16:50	1.13	07:22	19:06
	30	W			12:06	3.79	05:18	0.79	17:26	0.98	07:24	19:04

OCTOBER 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
○	1	Th	00:01	4.02	12:36	3.79	05:51	0.71	17:59	0.87	07:26	19:01
	2	F	00:27	4.02	12:58	3.78	06:22	0.69	18:30	0.82	07:28	18:59
	3	Sa	00:54	4.01	13:20	3.78	06:50	0.72	18:58	0.81	07:29	18:56
	4	Su	01:22	3.97	13:47	3.79	07:15	0.78	19:27	0.84	07:31	18:54
	5	M	01:55	3.92	14:18	3.78	07:42	0.85	19:57	0.91	07:33	18:52
	6	Tu	02:32	3.84	14:55	3.73	08:12	0.96	20:32	1.02	07:35	18:49
	7	W	03:12	3.72	15:36	3.64	08:49	1.10	21:12	1.16	07:36	18:47
	8	Th	03:57	3.56	16:22	3.51	09:32	1.29	22:01	1.33	07:38	18:44
	9	F	04:49	3.38	17:15	3.36	10:24	1.51	23:04	1.49	07:40	18:42
◑	10	Sa	05:54	3.22	18:21	3.27	11:36	1.70			07:42	18:40
	11	Su	07:21	3.18	19:45	3.31	00:29	1.55	13:05	1.74	07:44	18:37
	12	M	08:42	3.32	20:56	3.51	01:50	1.41	14:21	1.59	07:46	18:35
	13	Tu	09:42	3.57	21:51	3.78	02:56	1.11	15:19	1.32	07:47	18:33
	14	W	10:30	3.82	22:36	4.05	03:48	0.75	16:05	1.00	07:49	18:31
	15	Th	11:12	4.04	23:18	4.28	04:31	0.42	16:45	0.71	07:51	18:28
●	16	F	11:51	4.19	23:59	4.43	05:12	0.17	17:24	0.48	07:53	18:26
	17	Sa			12:30	4.27	05:52	0.05	18:04	0.35	07:55	18:24
	18	Su	00:41	4.49	13:09	4.29	06:33	0.06	18:46	0.33	07:57	18:21
	19	M	01:24	4.44	13:52	4.23	07:15	0.21	19:31	0.41	07:58	18:19
	20	Tu	02:12	4.30	14:39	4.13	08:02	0.46	20:21	0.59	08:00	18:17
	21	W	03:06	4.09	15:30	3.99	08:53	0.77	21:18	0.82	08:02	18:15
	22	Th	04:06	3.84	16:27	3.82	09:50	1.10	22:22	1.05	08:04	18:13
◑	23	F	05:18	3.59	17:36	3.67	10:54	1.40	23:32	1.25	08:06	18:11
	24	Sa	06:39	3.43	18:52	3.58			12:04	1.61	08:08	18:08
	25	Su	07:01	3.41	19:07	3.61	00:53	1.34	12:27	1.68	07:10	17:06
	26	M	08:16	3.51	20:16	3.71	01:19	1.28	13:42	1.59	07:12	17:04
	27	Tu	09:15	3.64	21:13	3.83	02:24	1.13	14:39	1.41	07:14	17:02
	28	W	10:01	3.75	21:58	3.92	03:12	0.98	15:23	1.22	07:15	17:00
	29	Th	10:37	3.81	22:33	3.96	03:51	0.87	16:01	1.07	07:17	16:58
	30	F	11:06	3.84	23:03	3.96	04:24	0.81	16:35	0.96	07:19	16:56
○	31	Sa	11:31	3.86	23:32	3.94	04:54	0.80	17:06	0.90	07:21	16:54

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Dublin (North Wall)

NOVEMBER 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	1	Su	11:55	3.87			05:21	0.83	17:35	0.90	07:23	16:52
	2	M	00:00	3.92	12:21	3.88	05:45	0.88	18:03	0.92	07:25	16:50
	3	Tu	00:32	3.88	12:52	3.87	06:11	0.95	18:33	0.97	07:27	16:48
	4	W	01:09	3.82	13:30	3.83	06:43	1.03	19:09	1.04	07:29	16:46
	5	Th	01:51	3.72	14:12	3.76	07:21	1.16	19:51	1.14	07:31	16:45
	6	F	02:37	3.60	14:58	3.65	08:06	1.33	20:42	1.25	07:33	16:43
	7	Sa	03:30	3.46	15:51	3.53	09:00	1.51	21:45	1.35	07:34	16:41
◑	8	Su	04:33	3.34	16:53	3.46	10:09	1.66	23:00	1.37	07:36	16:39
	9	M	05:48	3.32	18:04	3.48	11:30	1.70			07:38	16:38
	10	Tu	07:04	3.43	19:14	3.62	00:16	1.26	12:44	1.57	07:40	16:36
	11	W	08:07	3.63	20:15	3.84	01:22	1.02	13:45	1.34	07:42	16:34
	12	Th	08:59	3.86	21:06	4.06	02:18	0.74	14:36	1.06	07:44	16:33
	13	F	09:45	4.05	21:55	4.25	03:06	0.48	15:21	0.80	07:46	16:31
	14	Sa	10:27	4.20	22:41	4.37	03:51	0.30	16:05	0.59	07:48	16:29
●	15	Su	11:09	4.28	23:27	4.40	04:33	0.22	16:48	0.47	07:49	16:28
	16	M	11:51	4.31			05:15	0.27	17:33	0.43	07:51	16:27
	17	Tu	00:13	4.34	12:36	4.27	05:59	0.41	18:20	0.49	07:53	16:25
	18	W	01:03	4.20	13:22	4.19	06:44	0.63	19:10	0.62	07:55	16:24
	19	Th	01:56	4.01	14:13	4.08	07:33	0.90	20:06	0.79	07:57	16:22
	20	F	02:55	3.80	15:09	3.94	08:28	1.17	21:05	0.97	07:59	16:21
	21	Sa	04:01	3.59	16:11	3.79	09:27	1.42	22:09	1.15	08:00	16:20
◑	22	Su	05:12	3.44	17:19	3.68	10:32	1.61	23:18	1.27	08:02	16:19
	23	M	06:25	3.40	18:28	3.64	11:43	1.70			08:04	16:18
	24	Tu	07:34	3.45	19:33	3.66	00:34	1.30	12:57	1.66	08:05	16:16
	25	W	08:34	3.56	20:31	3.71	01:42	1.24	14:00	1.53	08:07	16:15
	26	Th	09:21	3.67	21:20	3.77	02:36	1.14	14:51	1.37	08:09	16:14
	27	F	10:00	3.77	22:01	3.81	03:18	1.06	15:32	1.22	08:10	16:13
	28	Sa	10:33	3.84	22:37	3.83	03:54	1.01	16:09	1.12	08:12	16:12
	29	Su	11:03	3.88	23:10	3.84	04:25	0.99	16:42	1.05	08:13	16:12
○	30	M	11:32	3.91	23:41	3.83	04:54	1.00	17:13	1.02	08:15	16:11

DECEMBER 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	1	Tu			12:00	3.93	05:20	1.01	17:43	1.01	08:17	16:10
	2	W	00:14	3.82	12:31	3.94	05:48	1.04	18:15	1.01	08:18	16:09
	3	Th	00:51	3.80	13:09	3.93	06:22	1.09	18:53	1.01	08:19	16:09
	4	F	01:34	3.75	13:52	3.89	07:02	1.17	19:37	1.04	08:21	16:08
	5	Sa	02:21	3.68	14:39	3.83	07:48	1.28	20:28	1.08	08:22	16:08
	6	Su	03:13	3.60	15:31	3.76	08:42	1.40	21:26	1.11	08:23	16:07
	7	M	04:11	3.53	16:27	3.71	09:43	1.49	22:30	1.12	08:25	16:07
◑	8	Tu	05:15	3.50	17:29	3.71	10:51	1.53	23:39	1.08	08:26	16:07
	9	W	06:23	3.55	18:34	3.76			12:02	1.49	08:27	16:06
	10	Th	07:27	3.66	19:39	3.86	00:45	0.97	13:07	1.35	08:28	16:06
	11	F	08:26	3.82	20:39	3.99	01:46	0.83	14:06	1.17	08:29	16:06
	12	Sa	09:19	3.97	21:36	4.10	02:42	0.69	15:00	0.97	08:31	16:06
	13	Su	10:09	4.11	22:29	4.18	03:32	0.58	15:51	0.79	08:31	16:06
●	14	M	10:54	4.20	23:19	4.21	04:19	0.53	16:39	0.65	08:32	16:06
	15	Tu	11:39	4.26			05:03	0.55	17:26	0.58	08:33	16:06
	16	W	00:07	4.17	12:24	4.26	05:47	0.63	18:12	0.57	08:34	16:06
	17	Th	00:56	4.07	13:09	4.22	06:30	0.76	19:01	0.62	08:35	16:06
	18	F	01:45	3.93	13:56	4.14	07:16	0.94	19:51	0.72	08:36	16:07
	19	Sa	02:37	3.77	14:46	4.02	08:05	1.12	20:44	0.87	08:36	16:07
	20	Su	03:33	3.60	15:40	3.89	08:58	1.31	21:39	1.03	08:37	16:07
◑	21	M	04:33	3.45	16:38	3.74	09:55	1.48	22:36	1.18	08:37	16:08
	22	Tu	05:36	3.36	17:40	3.62	10:56	1.60	23:37	1.31	08:38	16:08
	23	W	06:38	3.35	18:42	3.55			12:00	1.65	08:38	16:09
	24	Th	07:37	3.41	19:42	3.53	00:43	1.37	13:07	1.62	08:39	16:10
	25	F	08:30	3.51	20:37	3.55	01:46	1.37	14:09	1.53	08:39	16:10
	26	Sa	09:17	3.62	21:26	3.60	02:39	1.32	15:00	1.41	08:39	16:11
	27	Su	09:58	3.73	22:09	3.65	03:22	1.26	15:42	1.29	08:40	16:12
	28	M	10:36	3.82	22:48	3.70	03:57	1.20	16:19	1.18	08:40	16:13
	29	Tu	11:09	3.89	23:23	3.75	04:29	1.14	16:53	1.08	08:40	16:14
○	30	W	11:40	3.95	23:58	3.79	04:59	1.08	17:25	0.99	08:40	16:14
	31	Th			12:13	3.99	05:30	1.04	17:59	0.91	08:40	16:16

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

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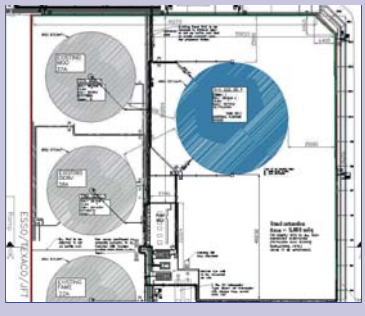
Jetty Road, Dublin Port, Dublin 1

Telephone: +353 (01) 8554387
Fax: +353 (01) 8556019
Email: admin@hughmunro.ie

Web: www.hughmunro.ie

Tide Tables

Soldiers Point, Dundalk

JANUARY 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	1	W	03:21	4.30	15:28	4.65	09:23	1.41	21:53	1.17	08:44	16:13
	2	Th	04:14	4.15	16:19	4.46	10:08	1.59	22:38	1.34	08:44	16:14
◐	3	F	05:15	4.06	17:17	4.30	10:59	1.73	23:31	1.47	08:43	16:15
	4	Sa	06:18	4.04	18:21	4.20	11:59	1.80			08:43	16:16
	5	Su	07:18	4.11	19:24	4.20	00:30	1.53	13:03	1.78	08:43	16:17
	6	M	08:12	4.26	20:20	4.29	01:36	1.50	14:09	1.65	08:42	16:19
	7	Tu	09:00	4.44	21:09	4.43	02:39	1.39	15:11	1.46	08:42	16:20
	8	W	09:42	4.64	21:54	4.60	03:34	1.23	16:03	1.21	08:41	16:22
	9	Th	10:19	4.83	22:36	4.77	04:22	1.04	16:50	0.95	08:41	16:23
○	10	F	10:56	5.01	23:18	4.90	05:05	0.87	17:33	0.69	08:40	16:24
	11	Sa	11:35	5.16			05:46	0.73	18:13	0.48	08:40	16:26
	12	Su	00:00	4.99	12:17	5.26	06:26	0.65	18:55	0.35	08:39	16:28
	13	M	00:45	5.02	13:02	5.30	07:06	0.64	19:37	0.30	08:38	16:29
	14	Tu	01:33	4.99	13:51	5.29	07:47	0.71	20:20	0.33	08:37	16:31
	15	W	02:24	4.90	14:42	5.22	08:30	0.83	21:06	0.44	08:36	16:32
	16	Th	03:18	4.78	15:37	5.10	09:17	1.00	21:56	0.60	08:35	16:34
◑	17	F	04:17	4.64	16:36	4.93	10:08	1.18	22:49	0.80	08:34	16:36
	18	Sa	05:22	4.52	17:43	4.76	11:09	1.34	23:53	1.00	08:33	16:38
	19	Su	06:32	4.46	18:56	4.64			12:18	1.43	08:32	16:39
	20	M	07:40	4.49	20:09	4.60	01:08	1.13	13:42	1.43	08:31	16:41
	21	Tu	08:45	4.60	21:15	4.63	02:30	1.15	15:06	1.30	08:30	16:43
	22	W	09:42	4.74	22:15	4.69	03:45	1.09	16:18	1.11	08:28	16:45
	23	Th	10:33	4.88	23:04	4.73	04:45	0.99	17:13	0.92	08:27	16:47
●	24	F	11:15	4.98	23:45	4.72	05:32	0.90	17:57	0.77	08:26	16:49
	25	Sa	11:50	5.02			06:09	0.84	18:33	0.68	08:24	16:51
	26	Su	00:18	4.67	12:21	5.03	06:43	0.82	19:07	0.64	08:23	16:53
	27	M	00:48	4.62	12:54	5.01	07:13	0.82	19:38	0.67	08:21	16:54
	28	Tu	01:21	4.56	13:30	4.95	07:43	0.87	20:08	0.73	08:20	16:56
	29	W	01:56	4.49	14:08	4.85	08:13	0.96	20:39	0.84	08:18	16:58
	30	Th	02:34	4.40	14:48	4.71	08:46	1.09	21:10	0.98	08:17	17:00
	31	F	03:15	4.28	15:30	4.53	09:21	1.26	21:44	1.15	08:15	17:02

FEBRUARY 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	1	Sa	04:02	4.14	16:18	4.33	10:01	1.45	22:24	1.35	08:13	17:04
◐	2	Su	04:56	4.01	17:13	4.14	10:52	1.63	23:17	1.53	08:12	17:06
	3	M	06:03	3.94	18:20	4.02	11:57	1.73			08:10	17:08
	4	Tu	07:17	3.99	19:34	4.05	00:26	1.62	13:10	1.70	08:08	17:10
	5	W	08:18	4.17	20:39	4.21	01:43	1.58	14:24	1.50	08:06	17:12
	6	Th	09:10	4.43	21:32	4.45	02:56	1.39	15:31	1.19	08:04	17:14
	7	F	09:56	4.71	22:19	4.70	03:57	1.12	16:27	0.81	08:03	17:16
	8	Sa	10:37	4.98	23:02	4.91	04:47	0.83	17:16	0.45	08:01	17:18
○	9	Su	11:18	5.21	23:44	5.05	05:31	0.57	17:59	0.15	07:59	17:20
	10	M			12:00	5.36	06:12	0.39	18:40	-0.03	07:57	17:22
	11	Tu	00:27	5.11	12:43	5.43	06:51	0.31	19:21	-0.08	07:55	17:24
	12	W	01:12	5.09	13:30	5.41	07:30	0.33	20:02	-0.00	07:53	17:26
	13	Th	01:59	5.00	14:19	5.31	08:12	0.45	20:45	0.19	07:51	17:28
	14	F	02:49	4.85	15:12	5.12	08:55	0.65	21:30	0.47	07:49	17:31
◑	15	Sa	03:44	4.65	16:10	4.87	09:44	0.90	22:20	0.80	07:47	17:32
	16	Su	04:45	4.45	17:18	4.59	10:40	1.16	23:19	1.14	07:44	17:35
	17	M	05:57	4.30	18:36	4.39	11:48	1.37			07:42	17:37
	18	Tu	07:12	4.28	19:54	4.32	00:34	1.38	13:17	1.44	07:40	17:39
	19	W	08:23	4.38	21:06	4.37	02:08	1.44	14:54	1.32	07:38	17:41
	20	Th	09:27	4.55	22:08	4.47	03:32	1.33	16:08	1.10	07:36	17:43
	21	F	10:20	4.72	22:56	4.55	04:33	1.15	17:02	0.88	07:34	17:45
	22	Sa	11:02	4.85	23:33	4.57	05:17	0.98	17:43	0.72	07:31	17:47
●	23	Su	11:34	4.90			05:54	0.83	18:17	0.62	07:29	17:49
	24	M	00:00	4.56	12:02	4.92	06:25	0.73	18:47	0.57	07:27	17:51
	25	Tu	00:24	4.54	12:30	4.91	06:54	0.67	19:15	0.58	07:25	17:52
	26	W	00:50	4.54	13:01	4.88	07:20	0.67	19:39	0.62	07:22	17:55
	27	Th	01:20	4.54	13:36	4.81	07:45	0.71	20:04	0.69	07:20	17:56
	28	F	01:54	4.50	14:13	4.71	08:12	0.80	20:31	0.80	07:18	17:58
	29	Sa	02:33	4.42	14:54	4.55	08:43	0.93	21:02	0.95	07:15	18:00

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Soldiers Point, Dundalk

MARCH 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	1	Su	03:15	4.28	15:39	4.35	09:18	1.12	21:38	1.17	07:13	18:02
●	2	M	04:03	4.09	16:30	4.12	10:00	1.34	22:22	1.42	07:11	18:04
	3	Tu	05:00	3.92	17:33	3.94	10:57	1.53	23:25	1.63	07:08	18:06
	4	W	06:15	3.84	18:55	3.90			12:19	1.58	07:06	18:08
	5	Th	07:37	3.97	20:12	4.08	00:55	1.66	13:45	1.40	07:04	18:10
	6	F	08:41	4.27	21:11	4.37	02:23	1.46	15:02	1.03	07:01	18:12
	7	Sa	09:32	4.62	22:00	4.68	03:33	1.11	16:06	0.59	06:59	18:14
	8	Su	10:17	4.96	22:44	4.93	04:28	0.73	16:56	0.17	06:56	18:16
○	9	M	10:58	5.23	23:24	5.10	05:14	0.39	17:41	-0.15	06:54	18:18
	10	Tu	11:40	5.41			05:54	0.15	18:22	-0.32	06:52	18:20
	11	W	00:06	5.17	12:23	5.47	06:33	0.03	19:02	-0.32	06:49	18:22
	12	Th	00:47	5.15	13:08	5.42	07:13	0.04	19:42	-0.16	06:47	18:24
	13	F	01:32	5.04	13:57	5.27	07:53	0.18	20:23	0.12	06:44	18:26
	14	Sa	02:19	4.87	14:48	5.02	08:36	0.41	21:07	0.48	06:42	18:27
	15	Su	03:11	4.65	15:47	4.71	09:23	0.70	21:54	0.89	06:39	18:29

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
◑	16	M	04:10	4.41	16:58	4.39	10:18	1.01	22:48	1.28	06:37	18:31
	17	Tu	05:24	4.21	18:18	4.17	11:24	1.27			06:34	18:33
	18	W	06:43	4.15	19:39	4.11	00:00	1.57	12:53	1.37	06:32	18:35
	19	Th	07:58	4.24	20:54	4.20	01:40	1.63	14:34	1.25	06:30	18:37
	20	F	09:06	4.42	21:53	4.35	03:09	1.47	15:48	1.03	06:27	18:39
	21	Sa	09:59	4.61	22:38	4.45	04:09	1.23	16:40	0.82	06:25	18:40
	22	Su	10:40	4.73	23:11	4.50	04:54	1.00	17:20	0.67	06:22	18:42
	23	M	11:12	4.79	23:36	4.52	05:32	0.80	17:53	0.58	06:20	18:44
●	24	Tu	11:39	4.81	23:57	4.54	06:03	0.67	18:21	0.54	06:17	18:46
	25	W			12:05	4.80	06:30	0.59	18:46	0.55	06:15	18:48
	26	Th	00:20	4.57	12:34	4.78	06:55	0.57	19:08	0.58	06:12	18:50
	27	F	00:48	4.60	13:07	4.74	07:18	0.59	19:32	0.63	06:10	18:52
	28	Sa	01:21	4.60	13:45	4.67	07:45	0.65	20:01	0.72	06:07	18:54
	29	Su	03:00	4.53	15:25	4.54	09:17	0.76	21:33	0.87	07:05	19:55
	30	M	03:42	4.40	16:10	4.36	09:53	0.92	22:10	1.09	07:02	19:57
	31	Tu	04:28	4.21	17:01	4.14	10:34	1.12	22:53	1.36	07:00	19:59

APRIL 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
●	1	W	05:24	4.02	18:04	3.95	11:30	1.32	23:54	1.60	06:58	20:01
	2	Th	06:33	3.90	19:26	3.91			12:48	1.38	06:55	20:03
	3	F	07:59	3.98	20:45	4.08	01:19	1.65	14:15	1.20	06:53	20:05
	4	Sa	09:09	4.26	21:48	4.38	02:50	1.44	15:34	0.83	06:50	20:07
	5	Su	10:06	4.62	22:39	4.69	04:04	1.07	16:39	0.39	06:48	20:09
	6	M	10:54	4.97	23:22	4.95	05:02	0.67	17:34	0.00	06:45	20:10
	7	Tu	11:37	5.23			05:51	0.32	18:20	-0.26	06:43	20:12
○	8	W	00:03	5.11	12:20	5.39	06:35	0.07	19:03	-0.37	06:40	20:14
	9	Th	00:43	5.18	13:03	5.42	07:15	-0.05	19:43	-0.30	06:38	20:16
	10	F	01:24	5.16	13:49	5.34	07:56	-0.03	20:23	-0.09	06:36	20:18
	11	Sa	02:07	5.06	14:38	5.15	08:37	0.11	21:03	0.23	06:33	20:20
	12	Su	02:54	4.90	15:31	4.88	09:21	0.34	21:45	0.61	06:31	20:22
	13	M	03:45	4.69	16:30	4.57	10:08	0.62	22:32	1.01	06:29	20:23
◑	14	Tu	04:42	4.46	17:39	4.27	11:01	0.91	23:23	1.38	06:26	20:25
	15	W	05:54	4.25	18:56	4.06			12:02	1.15	06:24	20:27

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	16	Th	07:12	4.16	20:15	4.02	00:28	1.64	13:22	1.27	06:21	20:29
	17	F	08:26	4.21	21:28	4.12	01:55	1.71	14:56	1.19	06:19	20:31
	18	Sa	09:33	4.36	22:24	4.27	03:27	1.56	16:10	1.02	06:17	20:33
	19	Su	10:27	4.52	23:07	4.40	04:32	1.32	17:05	0.85	06:15	20:35
	20	M	11:08	4.63	23:39	4.48	05:21	1.07	17:47	0.71	06:12	20:36
	21	Tu	11:42	4.69			06:01	0.87	18:21	0.64	06:10	20:38
	22	W	00:06	4.53	12:12	4.71	06:35	0.73	18:51	0.61	06:08	20:40
●	23	Th	00:29	4.58	12:39	4.71	07:03	0.66	19:15	0.62	06:05	20:42
	24	F	00:51	4.62	13:08	4.71	07:29	0.63	19:38	0.64	06:03	20:44
	25	Sa	01:19	4.67	13:42	4.69	07:54	0.63	20:05	0.68	06:01	20:46
	26	Su	01:54	4.68	14:21	4.64	08:23	0.66	20:37	0.76	05:59	20:48
	27	M	02:33	4.63	15:03	4.54	08:57	0.74	21:12	0.91	05:57	20:49
	28	Tu	03:18	4.53	15:51	4.40	09:36	0.86	21:51	1.11	05:55	20:51
	29	W	04:06	4.38	16:44	4.23	10:22	1.01	22:38	1.34	05:52	20:53
●	30	Th	05:02	4.23	17:47	4.09	11:18	1.13	23:38	1.52	05:50	20:55

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Soldiers Point, Dundalk

MAY 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	1	F	06:09	4.14	19:02	4.07			12:29	1.13	05:48	20:57
	2	Sa	07:26	4.20	20:17	4.21	00:53	1.55	13:45	0.97	05:46	20:59
	3	Su	08:36	4.42	21:20	4.46	02:13	1.37	15:01	0.67	05:44	21:00
	4	M	09:36	4.71	22:12	4.71	03:28	1.07	16:09	0.34	05:42	21:02
	5	Tu	10:29	4.99	22:59	4.92	04:32	0.73	17:08	0.06	05:40	21:04
	6	W	11:17	5.19	23:42	5.06	05:27	0.43	18:00	-0.11	05:38	21:06
○	7	Th			12:03	5.29	06:15	0.22	18:45	-0.15	05:36	21:08
	8	F	00:24	5.13	12:48	5.29	07:00	0.11	19:26	-0.04	05:34	21:09
	9	Sa	01:05	5.12	13:36	5.19	07:42	0.13	20:06	0.17	05:33	21:11
	10	Su	01:48	5.05	14:24	5.01	08:25	0.23	20:46	0.45	05:31	21:13
	11	M	02:34	4.94	15:17	4.76	09:09	0.41	21:28	0.77	05:29	21:15
	12	Tu	03:24	4.77	16:14	4.49	09:56	0.63	22:12	1.10	05:27	21:16
	13	W	04:20	4.58	17:17	4.24	10:45	0.86	23:01	1.39	05:25	21:18
◑	14	Th	05:25	4.40	18:26	4.06	11:40	1.06	23:56	1.61	05:24	21:20
	15	F	06:36	4.28	19:36	4.00			12:45	1.19	05:22	21:22
	16	Sa	07:45	4.26	20:43	4.06	01:03	1.70	14:02	1.20	05:20	21:23
	17	Su	08:48	4.33	21:39	4.20	02:24	1.63	15:16	1.11	05:19	21:25
	18	M	09:42	4.43	22:24	4.34	03:38	1.45	16:17	1.00	05:17	21:27
	19	Tu	10:28	4.52	23:00	4.46	04:37	1.24	17:06	0.89	05:16	21:28
	20	W	11:07	4.59	23:31	4.55	05:22	1.06	17:44	0.82	05:14	21:30
	21	Th	11:41	4.62			06:01	0.92	18:17	0.78	05:13	21:31
●	22	F	00:00	4.62	12:12	4.65	06:33	0.84	18:45	0.76	05:11	21:33
	23	Sa	00:25	4.69	12:44	4.66	07:02	0.78	19:12	0.76	05:10	21:34
	24	Su	00:55	4.75	13:21	4.67	07:32	0.74	19:43	0.78	05:08	21:36
	25	M	01:32	4.78	14:01	4.65	08:06	0.73	20:18	0.84	05:07	21:37
	26	Tu	02:14	4.76	14:47	4.59	08:43	0.76	20:56	0.96	05:06	21:39
	27	W	03:00	4.71	15:36	4.51	09:26	0.81	21:38	1.10	05:05	21:40
	28	Th	03:51	4.63	16:30	4.41	10:14	0.87	22:27	1.25	05:04	21:42
	29	F	04:47	4.55	17:31	4.32	11:08	0.91	23:22	1.36	05:02	21:43
◑	30	Sa	05:49	4.50	18:38	4.30			12:10	0.89	05:01	21:44
	31	Su	06:57	4.52	19:46	4.37	00:26	1.39	13:16	0.80	05:00	21:45

JUNE 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	1	M	08:05	4.63	20:49	4.52	01:35	1.30	14:27	0.64	04:59	21:47
	2	Tu	09:08	4.79	21:46	4.69	02:49	1.12	15:38	0.47	04:59	21:48
	3	W	10:06	4.95	22:37	4.85	03:59	0.90	16:42	0.33	04:58	21:49
	4	Th	11:00	5.07	23:24	4.97	05:02	0.68	17:40	0.25	04:57	21:50
○	5	F	11:51	5.12			05:59	0.51	18:29	0.25	04:56	21:51
	6	Sa	00:08	5.04	12:39	5.10	06:48	0.41	19:12	0.33	04:56	21:52
	7	Su	00:50	5.07	13:25	5.01	07:33	0.39	19:52	0.48	04:55	21:53
	8	M	01:33	5.05	14:12	4.86	08:15	0.43	20:31	0.67	04:54	21:54
	9	Tu	02:17	4.98	15:00	4.67	08:59	0.53	21:10	0.89	04:54	21:55
	10	W	03:04	4.87	15:51	4.46	09:42	0.67	21:51	1.11	04:53	21:56
	11	Th	03:55	4.72	16:46	4.26	10:27	0.83	22:35	1.32	04:53	21:56
	12	F	04:51	4.56	17:45	4.10	11:14	1.00	23:24	1.50	04:53	21:57
◑	13	Sa	05:53	4.40	18:48	4.01			12:06	1.15	04:52	21:58
	14	Su	06:57	4.31	19:49	4.02	00:19	1.62	13:04	1.25	04:52	21:58
	15	M	07:59	4.28	20:45	4.11	01:22	1.65	14:10	1.27	04:52	21:59
	16	Tu	08:55	4.31	21:35	4.24	02:30	1.58	15:16	1.23	04:52	21:59
	17	W	09:45	4.38	22:18	4.39	03:38	1.45	16:12	1.16	04:52	22:00
	18	Th	10:30	4.46	22:56	4.52	04:34	1.30	17:00	1.08	04:52	22:00
	19	F	11:10	4.53	23:30	4.64	05:22	1.15	17:40	1.00	04:52	22:01
	20	Sa	11:48	4.60			06:01	1.01	18:15	0.92	04:52	22:01
●	21	Su	00:01	4.75	12:24	4.66	06:38	0.88	18:50	0.86	04:52	22:01
	22	M	00:35	4.85	13:03	4.71	07:13	0.77	19:25	0.82	04:52	22:01
	23	Tu	01:13	4.92	13:45	4.73	07:51	0.69	20:03	0.83	04:53	22:01
	24	W	01:56	4.95	14:31	4.72	08:31	0.64	20:43	0.88	04:53	22:01
	25	Th	02:43	4.95	15:21	4.68	09:15	0.63	21:25	0.96	04:53	22:01
	26	F	03:34	4.93	16:13	4.62	10:02	0.64	22:12	1.07	04:54	22:01
	27	Sa	04:28	4.88	17:10	4.54	10:53	0.67	23:02	1.17	04:54	22:01
●	28	Su	05:27	4.81	18:11	4.48	11:48	0.71	23:58	1.24	04:55	22:01
	29	M	06:30	4.76	19:15	4.46			12:48	0.75	04:56	22:01
	30	Tu	07:38	4.73	20:21	4.51	01:02	1.27	13:54	0.77	04:56	22:00

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Soldiers Point, Dundalk

JULY 2020

Date			High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
1	W		08:45	4.76	21:23	4.61	02:15	1.23	15:08	0.76	04:57	22:00
2	Th		09:51	4.81	22:20	4.74	03:32	1.12	16:20	0.72	04:58	22:00
3	F		10:50	4.87	23:11	4.86	04:45	0.97	17:23	0.68	04:59	21:59
4	Sa		11:44	4.90	23:57	4.96	05:49	0.80	18:17	0.65	04:59	21:58
5	Su	○			12:32	4.89	06:42	0.67	19:01	0.66	05:00	21:58
6	M		00:38	5.02	13:16	4.83	07:26	0.58	19:40	0.71	05:01	21:57
7	Tu		01:17	5.04	13:57	4.72	08:07	0.56	20:15	0.79	05:02	21:57
8	W		01:57	5.01	14:38	4.59	08:44	0.60	20:50	0.90	05:03	21:56
9	Th		02:39	4.94	15:21	4.45	09:22	0.69	21:28	1.03	05:05	21:55
10	F		03:23	4.82	16:06	4.31	10:02	0.81	22:06	1.18	05:06	21:54
11	Sa		04:09	4.67	16:54	4.17	10:42	0.97	22:48	1.35	05:07	21:53
12	Su	◑	05:00	4.50	17:48	4.06	11:25	1.13	23:36	1.50	05:08	21:52
13	M		05:57	4.33	18:48	3.99			12:13	1.29	05:09	21:51
14	Tu		07:01	4.20	19:50	4.01	00:30	1.62	13:07	1.41	05:11	21:50
15	W		08:06	4.15	20:47	4.11	01:30	1.67	14:08	1.46	05:12	21:49
16	Th		09:04	4.19	21:38	4.27	02:37	1.63	15:14	1.43	05:13	21:48
17	F		09:57	4.29	22:23	4.45	03:45	1.50	16:15	1.33	05:15	21:46
18	Sa		10:43	4.43	23:03	4.64	04:44	1.30	17:06	1.18	05:16	21:45
19	Su		11:26	4.58	23:39	4.82	05:33	1.07	17:51	1.01	05:18	21:44
20	M	●			12:06	4.71	06:16	0.83	18:31	0.85	05:19	21:42
21	Tu		00:16	4.98	12:46	4.81	06:57	0.62	19:09	0.73	05:20	21:41
22	W		00:55	5.11	13:27	4.88	07:36	0.45	19:47	0.66	05:22	21:40
23	Th		01:37	5.19	14:12	4.90	08:17	0.35	20:26	0.65	05:24	21:38
24	F		02:23	5.21	15:00	4.87	09:00	0.33	21:07	0.72	05:25	21:37
25	Sa		03:12	5.19	15:50	4.80	09:43	0.38	21:51	0.83	05:27	21:35
26	Su		04:04	5.10	16:43	4.69	10:31	0.50	22:38	0.98	05:28	21:33
27	M	◑	05:00	4.97	17:41	4.56	11:22	0.66	23:31	1.15	05:30	21:32
28	Tu		06:03	4.80	18:45	4.46			12:19	0.85	05:31	21:30
29	W		07:15	4.65	19:56	4.43	00:33	1.29	13:25	1.02	05:33	21:28
30	Th		08:31	4.58	21:04	4.50	01:47	1.37	14:43	1.11	05:35	21:27
31	F		09:42	4.60	22:07	4.64	03:16	1.32	16:04	1.10	05:36	21:25

AUGUST 2020

Date			High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
1	Sa		10:46	4.66	23:02	4.79	04:39	1.15	17:13	1.03	05:38	21:23
2	Su		11:41	4.72	23:48	4.92	05:45	0.94	18:06	0.93	05:40	21:21
3	M	○			12:27	4.74	06:36	0.76	18:49	0.85	05:42	21:19
4	Tu		00:27	5.00	13:06	4.70	07:16	0.64	19:25	0.80	05:43	21:17
5	W		01:00	5.03	13:37	4.63	07:52	0.59	19:57	0.79	05:45	21:15
6	Th		01:33	5.02	14:09	4.55	08:25	0.60	20:29	0.82	05:47	21:13
7	F		02:09	4.97	14:44	4.48	08:57	0.67	21:00	0.90	05:49	21:12
8	Sa		02:47	4.88	15:21	4.40	09:30	0.78	21:33	1.01	05:50	21:09
9	Su		03:27	4.75	16:02	4.30	10:02	0.93	22:08	1.17	05:52	21:07
10	M		04:11	4.57	16:45	4.19	10:39	1.11	22:48	1.37	05:54	21:05
11	Tu	◑	04:59	4.36	17:36	4.06	11:19	1.32	23:36	1.56	05:56	21:03
12	W		05:55	4.15	18:39	3.96			12:09	1.52	05:57	21:01
13	Th		07:07	4.00	19:54	3.97	00:36	1.71	13:11	1.65	05:59	20:59
14	F		08:24	4.00	21:00	4.12	01:46	1.74	14:23	1.66	06:01	20:57
15	Sa		09:28	4.14	21:53	4.35	03:01	1.60	15:35	1.53	06:03	20:55
16	Su		10:21	4.36	22:38	4.62	04:11	1.33	16:38	1.29	06:04	20:53
17	M		11:06	4.59	23:18	4.89	05:09	0.98	17:28	1.02	06:06	20:50
18	Tu		11:48	4.80	23:56	5.13	05:56	0.63	18:12	0.75	06:08	20:48
19	W	●			12:27	4.96	06:39	0.32	18:51	0.53	06:10	20:46
20	Th		00:34	5.31	13:07	5.06	07:18	0.10	19:29	0.40	06:12	20:44
21	F		01:15	5.41	13:49	5.08	07:58	0.00	20:07	0.37	06:13	20:41
22	Sa		01:58	5.43	14:33	5.03	08:39	0.04	20:47	0.45	06:15	20:39
23	Su		02:45	5.35	15:21	4.93	09:21	0.20	21:29	0.61	06:17	20:37
24	M		03:37	5.19	16:12	4.77	10:06	0.44	22:15	0.84	06:19	20:34
25	Tu	◑	04:33	4.96	17:09	4.59	10:56	0.74	23:08	1.10	06:21	20:32
26	W		05:39	4.68	18:16	4.42	11:51	1.06			06:22	20:30
27	Th		07:00	4.46	19:33	4.35	00:11	1.34	12:58	1.32	06:24	20:27
28	F		08:23	4.38	20:48	4.42	01:30	1.46	14:23	1.45	06:26	20:25
29	Sa		09:38	4.43	21:54	4.59	03:08	1.39	15:50	1.39	06:28	20:23
30	Su		10:42	4.55	22:51	4.78	04:36	1.17	17:00	1.24	06:29	20:20
31	M		11:35	4.65	23:37	4.93	05:37	0.92	17:51	1.06	06:31	20:18

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Soldiers Point, Dundalk

SEPTEMBER 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	1	Tu			12:17	4.68	06:23	0.73	18:33	0.91	06:33	20:15
○	2	W	00:12	5.00	12:50	4.66	07:00	0.61	19:06	0.80	06:35	20:13
	3	Th	00:40	5.02	13:14	4.61	07:32	0.57	19:36	0.75	06:37	20:11
	4	F	01:08	5.01	13:39	4.59	08:01	0.59	20:05	0.74	06:38	20:08
	5	Sa	01:39	4.97	14:09	4.57	08:27	0.66	20:32	0.79	06:40	20:06
	6	Su	02:14	4.90	14:42	4.54	08:54	0.76	21:01	0.88	06:42	20:03
	7	M	02:51	4.78	15:19	4.47	09:21	0.90	21:31	1.04	06:44	20:01
	8	Tu	03:33	4.61	16:00	4.36	09:52	1.08	22:05	1.24	06:46	19:58
	9	W	04:18	4.39	16:46	4.19	10:28	1.31	22:47	1.47	06:47	19:56
◐	10	Th	05:10	4.14	17:42	4.02	11:12	1.57	23:43	1.68	06:49	19:53
	11	F	06:16	3.93	18:55	3.92			12:18	1.79	06:51	19:51
	12	Sa	07:47	3.88	20:20	4.03	01:03	1.75	13:41	1.83	06:53	19:48
	13	Su	09:03	4.06	21:23	4.30	02:26	1.60	15:03	1.66	06:54	19:46
	14	M	10:00	4.35	22:12	4.64	03:44	1.25	16:12	1.34	06:56	19:43
	15	Tu	10:46	4.66	22:54	4.98	04:44	0.81	17:06	0.98	06:58	19:41
	16	W	11:27	4.92	23:33	5.27	05:34	0.38	17:50	0.63	07:00	19:38
●	17	Th			12:05	5.11	06:17	0.03	18:31	0.36	07:02	19:36
	18	F	00:12	5.47	12:44	5.22	06:58	-0.18	19:09	0.19	07:03	19:33
	19	Sa	00:51	5.57	13:24	5.23	07:37	-0.22	19:47	0.16	07:05	19:31
	20	Su	01:34	5.55	14:06	5.17	08:17	-0.10	20:27	0.27	07:07	19:28
	21	M	02:21	5.41	14:53	5.04	08:58	0.16	21:10	0.48	07:09	19:26
	22	Tu	03:12	5.17	15:43	4.85	09:42	0.52	21:56	0.77	07:10	19:24
	23	W	04:11	4.86	16:40	4.63	10:30	0.92	22:50	1.08	07:12	19:21
◑	24	Th	05:21	4.53	17:49	4.43	11:25	1.30	23:53	1.35	07:14	19:19
	25	F	06:48	4.29	19:10	4.34			12:33	1.59	07:16	19:16
	26	Sa	08:12	4.25	20:27	4.41	01:15	1.47	14:01	1.69	07:18	19:14
	27	Su	09:30	4.36	21:37	4.60	02:58	1.36	15:30	1.58	07:19	19:11
	28	M	10:31	4.53	22:34	4.79	04:20	1.12	16:38	1.37	07:21	19:09
	29	Tu	11:19	4.65	23:18	4.93	05:16	0.88	17:29	1.14	07:23	19:06
	30	W	11:57	4.71	23:52	4.99	06:01	0.71	18:10	0.95	07:25	19:04

OCTOBER 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
○	1	Th			12:27	4.70	06:36	0.61	18:44	0.82	07:27	19:01
	2	F	00:18	5.00	12:49	4.69	07:07	0.59	19:14	0.74	07:29	18:59
	3	Sa	00:45	4.98	13:11	4.69	07:33	0.63	19:41	0.74	07:30	18:56
	4	Su	01:13	4.94	13:38	4.70	07:57	0.70	20:07	0.78	07:32	18:54
	5	M	01:46	4.87	14:09	4.69	08:21	0.79	20:34	0.86	07:34	18:52
	6	Tu	02:23	4.77	14:46	4.63	08:47	0.92	21:04	1.00	07:36	18:49
	7	W	03:03	4.61	15:27	4.51	09:18	1.10	21:38	1.18	07:38	18:47
	8	Th	03:48	4.41	16:13	4.34	09:54	1.34	22:18	1.39	07:40	18:44
	9	F	04:40	4.17	17:06	4.15	10:38	1.62	23:12	1.59	07:41	18:42
◑	10	Sa	05:45	3.96	18:12	4.03	11:40	1.85			07:43	18:39
	11	Su	07:12	3.91	19:36	4.08	00:30	1.66	13:05	1.91	07:45	18:37
	12	M	08:33	4.10	20:47	4.34	01:53	1.49	14:29	1.72	07:47	18:35
	13	Tu	09:33	4.41	21:42	4.69	03:11	1.11	15:39	1.37	07:49	18:32
	14	W	10:21	4.74	22:27	5.04	04:15	0.67	16:36	0.98	07:51	18:30
	15	Th	11:03	5.02	23:09	5.34	05:07	0.25	17:23	0.61	07:53	18:28
●	16	F	11:42	5.22	23:50	5.53	05:54	-0.06	18:07	0.32	07:55	18:25
	17	Sa			12:21	5.32	06:37	-0.22	18:49	0.16	07:56	18:23
	18	Su	00:32	5.60	13:00	5.34	07:17	-0.20	19:30	0.13	07:58	18:21
	19	M	01:15	5.54	13:43	5.27	07:57	-0.02	20:11	0.24	08:00	18:18
	20	Tu	02:03	5.36	14:30	5.14	08:38	0.30	20:55	0.46	08:02	18:16
	21	W	02:57	5.09	15:21	4.95	09:22	0.69	21:43	0.75	08:04	18:14
	22	Th	03:57	4.76	16:18	4.74	10:09	1.10	22:36	1.04	08:06	18:12
◑	23	F	05:09	4.45	17:27	4.54	11:03	1.47	23:37	1.29	08:08	18:10
	24	Sa	06:30	4.24	18:43	4.44			12:06	1.74	08:10	18:07
	25	Su	06:52	4.21	18:58	4.46	00:53	1.40	12:28	1.83	07:12	17:05
	26	M	08:07	4.34	20:07	4.60	01:26	1.33	13:54	1.71	07:14	17:03
	27	Tu	09:06	4.51	21:04	4.75	02:45	1.14	15:04	1.49	07:16	17:01
	28	W	09:52	4.65	21:49	4.86	03:44	0.95	15:57	1.25	07:18	16:59
	29	Th	10:28	4.73	22:24	4.92	04:30	0.81	16:42	1.06	07:20	16:57
	30	F	10:57	4.77	22:54	4.92	05:07	0.74	17:19	0.92	07:22	16:55
○	31	Sa	11:22	4.79	23:23	4.90	05:39	0.73	17:51	0.85	07:24	16:53

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Soldiers Point, Dundalk

NOVEMBER 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	1	Su	11:46	4.80	23:51	4.86	06:06	0.76	18:19	0.85	07:26	16:51
	2	M			12:12	4.82	06:29	0.83	18:46	0.88	07:27	16:49
	3	Tu	00:23	4.81	12:43	4.81	06:53	0.91	19:13	0.94	07:29	16:47
	4	W	01:00	4.73	13:21	4.76	07:22	1.02	19:44	1.03	07:31	16:45
	5	Th	01:42	4.61	14:03	4.66	07:55	1.18	20:20	1.15	07:33	16:43
	6	F	02:28	4.46	14:49	4.52	08:33	1.39	21:02	1.29	07:35	16:41
	7	Sa	03:21	4.28	15:42	4.37	09:17	1.62	21:56	1.42	07:37	16:39
◑	8	Su	04:24	4.13	16:44	4.28	10:16	1.81	23:02	1.44	07:39	16:38
	9	M	05:39	4.10	17:55	4.30	11:31	1.85			07:41	16:36
	10	Tu	06:55	4.24	19:05	4.48	00:16	1.29	12:46	1.69	07:43	16:34
	11	W	07:58	4.50	20:06	4.76	01:30	1.00	13:57	1.40	07:45	16:32
	12	Th	08:50	4.79	20:57	5.05	02:38	0.65	15:00	1.05	07:47	16:31
	13	F	09:36	5.04	21:46	5.29	03:37	0.32	15:55	0.72	07:49	16:29
	14	Sa	10:18	5.22	22:32	5.44	04:30	0.10	16:46	0.46	07:51	16:27
●	15	Su	11:00	5.33	23:18	5.48	05:17	0.01	17:33	0.31	07:53	16:26

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	16	M	11:42	5.36			06:00	0.06	18:17	0.27	07:54	16:24
	17	Tu	00:04	5.41	12:27	5.32	06:42	0.24	19:01	0.34	07:56	16:23
	18	W	00:54	5.23	13:13	5.22	07:23	0.51	19:45	0.49	07:58	16:21
	19	Th	01:47	4.99	14:04	5.07	08:05	0.85	20:33	0.71	08:00	16:20
	20	F	02:46	4.71	15:00	4.89	08:51	1.19	21:22	0.94	08:02	16:19
	21	Sa	03:52	4.44	16:02	4.70	09:40	1.50	22:16	1.16	08:04	16:17
◐	22	Su	05:03	4.26	17:10	4.56	10:37	1.74	23:19	1.31	08:05	16:16
	23	M	06:16	4.20	18:19	4.50	11:43	1.85			08:07	16:15
	24	Tu	07:25	4.26	19:24	4.53	00:35	1.34	13:01	1.80	08:09	16:14
	25	W	08:25	4.40	20:22	4.60	01:54	1.27	14:16	1.64	08:11	16:13
	26	Th	09:12	4.55	21:11	4.68	03:00	1.15	15:18	1.44	08:12	16:12
	27	F	09:51	4.67	21:52	4.73	03:51	1.05	16:08	1.26	08:14	16:11
	28	Sa	10:24	4.76	22:28	4.76	04:34	0.99	16:51	1.12	08:16	16:10
	29	Su	10:54	4.82	23:01	4.76	05:09	0.96	17:27	1.04	08:17	16:09
○	30	M	11:23	4.86	23:32	4.76	05:39	0.97	17:58	1.00	08:19	16:08

DECEMBER 2020

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	1	Tu	11:51	4.89			06:05	0.99	18:27	0.99	08:20	16:07
	2	W	00:05	4.74	12:22	4.90	06:32	1.02	18:57	0.98	08:22	16:07
	3	Th	00:42	4.71	13:00	4.88	07:03	1.08	19:30	0.99	08:23	16:06
	4	F	01:25	4.65	13:43	4.82	07:38	1.18	20:08	1.02	08:25	16:05
	5	Sa	02:12	4.56	14:30	4.75	08:17	1.32	20:51	1.07	08:26	16:05
	6	Su	03:04	4.46	15:22	4.67	09:02	1.47	21:39	1.12	08:28	16:04
	7	M	04:02	4.37	16:18	4.60	09:54	1.59	22:35	1.13	08:29	16:04
◑	8	Tu	05:06	4.33	17:20	4.59	10:54	1.64	23:39	1.07	08:30	16:03
	9	W	06:14	4.39	18:25	4.66			12:02	1.58	08:31	16:03
	10	Th	07:18	4.54	19:30	4.79	00:47	0.94	13:12	1.42	08:33	16:03
	11	F	08:17	4.74	20:30	4.95	01:58	0.76	14:23	1.19	08:34	16:03
	12	Sa	09:10	4.94	21:27	5.10	03:07	0.58	15:29	0.94	08:35	16:03
	13	Su	10:00	5.11	22:20	5.21	04:08	0.45	16:30	0.71	08:36	16:03
●	14	M	10:45	5.23	23:10	5.24	05:02	0.38	17:23	0.54	08:37	16:03
	15	Tu	11:30	5.30	23:58	5.19	05:48	0.41	18:11	0.45	08:38	16:03

	Date		High Water				Low Water					
			Morning		Afternoon		Morning		Afternoon		Rise	Set
			Time	m	Time	m	Time	m	Time	m	Time	Time
	16	W			12:15	5.31	06:31	0.51	18:54	0.43	08:38	16:03
	17	Th	00:47	5.07	13:00	5.26	07:10	0.68	19:37	0.50	08:39	16:03
	18	F	01:36	4.88	13:47	5.15	07:50	0.89	20:20	0.63	08:40	16:03
	19	Sa	02:28	4.67	14:37	5.00	08:32	1.13	21:04	0.81	08:41	16:04
	20	Su	03:24	4.45	15:31	4.82	09:16	1.36	21:50	1.01	08:41	16:04
◐	21	M	04:24	4.27	16:29	4.64	10:04	1.57	22:40	1.20	08:42	16:04
	22	Tu	05:27	4.15	17:31	4.49	10:59	1.72	23:37	1.36	08:42	16:05
	23	W	06:29	4.14	18:33	4.39			12:00	1.79	08:43	16:06
	24	Th	07:28	4.21	19:33	4.37	00:45	1.44	13:12	1.75	08:43	16:06
	25	F	08:21	4.34	20:28	4.40	01:58	1.44	14:27	1.64	08:43	16:07
	26	Sa	09:08	4.49	21:17	4.46	03:04	1.38	15:29	1.49	08:44	16:08
	27	Su	09:49	4.63	22:00	4.52	03:56	1.30	16:20	1.34	08:44	16:09
	28	M	10:27	4.74	22:39	4.59	04:37	1.22	17:02	1.20	08:44	16:09
	29	Tu	11:00	4.83	23:14	4.65	05:13	1.15	17:38	1.08	08:44	16:10
○	30	W	11:31	4.91	23:49	4.70	05:44	1.08	18:10	0.97	08:44	16:11
	31	Th			12:04	4.96	06:14	1.02	18:42	0.86	08:44	16:12

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

COMPRESSED NATURAL GAS RE-FUELLING STATION OPEN AT DUBLIN PORT

Compress natural gas (CNG) is a proven alternative to diesel or petrol which reduces transport costs by up to 25% and reduces harmful emissions. CNG is natural gas which has been compressed to fit into a Natural Gas Vehicle's (NGV) tank and is particularly suitable for use in commercial vehicles. There are an estimated 25 million NGVs in operation worldwide, and almost two million in Europe. In the future, these vehicles can achieve zero carbon transport when operating on renewable gas.

Last year, Gas Networks Ireland officially opened Ireland's first publicly-accessible, fast-fill CNG station at Circle K's Dublin Port premises as part of the Causeway Project.

Gas Networks Ireland is leading the delivery of the Causeway Project. This project is supported by a grant from the EU's Connecting Europe Facility Transport Fund and the CRU's Gas Innovation Fund. Research is being funded and conducted by their project partner, the National University of Ireland Galway.

Gas Networks Ireland's Head of Commercial and Corporate Affairs, Ian O'Flynn, and Managing Director, Denis O'Sullivan, with Gordon Lawlor, MD of Circle K, and Aidan Doody of Harris Transport at the launch of Ireland's first public CNG refuelling station at Circle K in Dublin Port.

4% of Vehicles Produce 30% of All Transport Emissions

While Heavy Good Vehicles (HGV) and buses account for only 4% of vehicles on Ireland's roads, they account for 30% of all emissions in the road transport sector. CNG for transport is one of the key gas technologies set out in Gas Networks Ireland's Vision 2050, published last year, which outlines how it can reduce Ireland's total carbon emissions by one third and create a net zero carbon gas network.

Cut HGV Emissions

CNG is the ideal fuel for decarbonising large Ireland's HGV and bus fleet, which makes up just 4% of vehicles on the road, yet is responsible for approximately 30% of transport's emissions. Switching to CNG can reduce a Heavy Goods Vehicle's (HGV), emissions by up to 22%. In the future, these vehicles can achieve zero carbon transport when operating on renewable gas.

Compared to diesel, CNG delivers the following emissions savings:

Comparison	% Reductions
Emissions reduction	Up to 22% reduction on diesel
Nitrous oxide (NOx)	70% reduction in emissions
Sulphur dioxide (SOx)	80% reduction in emissions
Particulate matter	99% reduction in emissions

"The development of a network of CNG stations in Ireland will, for the first time, allow Ireland's commercial fleet to choose a cleaner fuel alternative," said Denis O'Sullivan, Managing Director, Gas Networks Ireland. "Working with partners like Circle K, private hauliers and public transport companies, work is well underway to deliver a comprehensive national network of stations.

"Ireland's transport emissions continue to rise; while this is the by-product of much welcomed economic and employment growth, as a country we face significant challenges to meet our emission reduction targets. As the operator of Ireland's gas network, we are leading the development of this new, cleaner transport network, to support Ireland in reducing its carbon emissions."

Coming in 2020

CNG refuelling stations are planned for the following locations:

- Dublin
- Limerick
- Laois
- Tipperary

Interested in Knowing More?

Gas Networks Ireland offers support to businesses seeking to transition to CNG. To find out more or to apply for support, please contact cng@gasnetworks.ie.

At Ireland's second public Compressed Natural Gas re-fuelling station in Cashel, due to open in early 2020, are: Declan O'Sullivan, Programme Delivery Manager, Gas Networks Ireland; Jonathan Diver, Senior Fuels Director, Circle K Ireland; All Ireland wining hurler with Tipperary and Green Connect Project Lead with Gas Networks Ireland, James Barry; Ian O'Flynn, Head of Commercial and Corporate Affairs, Gas Networks Ireland.

Gas Networks Ireland

Natural Gas in Transport

The Future of Fleet Transport

Compressed natural gas (CNG) in transport is a global alternative to diesel or petrol, offering a cleaner, cheaper and proven fuel solution for your fleet of trucks, buses and vans.

CNG refuelling station now at Circle K Dublin Port.

Cleaner
Significantly reduced vehicle emissions and can achieve zero carbon emissions with renewable gas

Cheaper
Save up to 25% on transport costs

Proven
A proven technology with 25 million natural gas vehicles worldwide

Gas Networks Ireland offers support to businesses seeking to transition to CNG. To find out more or to apply for support please contact us.

Call us on 1850 411 511
Email cng@gasnetworks.ie
www.gasnetworks.ie/gasintransport

Co-financed by the Connecting Europe Facility of the European Union

BRIDGES OF DUBLIN

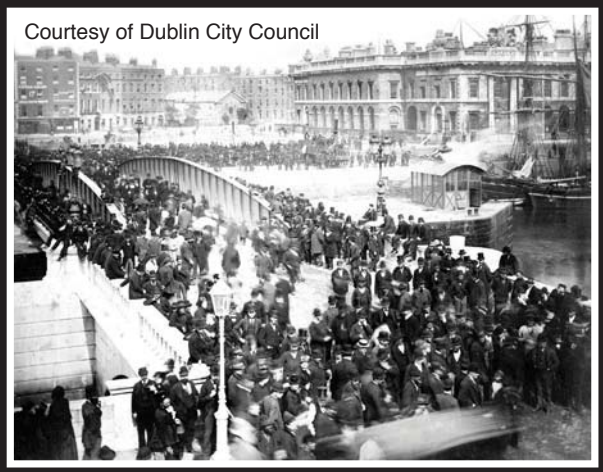
- everything you ever wanted to know about Dublin's bridges

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.

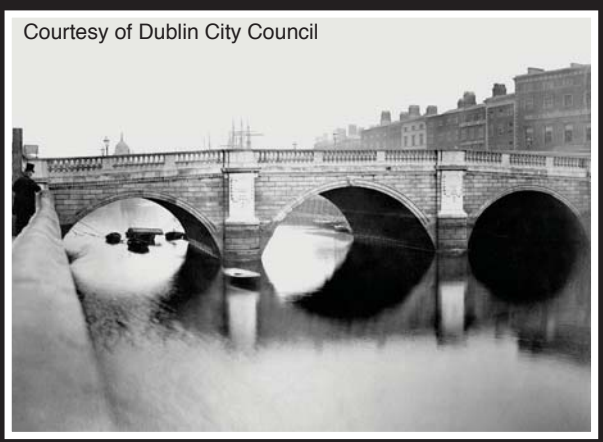
Bridges of Dublin was designed to showcase Dublin's unique bridge infrastructure. The site provides a range of information running to over 90,000 words covering the history, design, engineering and interesting facts for each of the current 23 bridges. A spectacular digital archive contains more than 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.


Courtesy of Dublin City Council


Courtesy of Irish Architectural Archive


Courtesy of Dublin City Council

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.

Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

Dublin Port Company
Services Guide 2020

COMHLACHT CHALAFORT ÁTHA CLIATH
DUBLIN PORT COMPANY

2020 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
February						1	2	3	4	5	6	7	8	9	10	11	12	13	14 Saint Valentine's Day
March							1	2	3	4	5	6	7	8	9	10	11	12	13
April			1	2	3	4	5	6	7	8	9	10 Good Friday	11	12 Easter Sunday	13 Easter Monday Public Holiday	14	15	16	17
May					1	2	3	4 Public Holiday	5	6	7	8	9	10	11	12	13	14	15
June	1 Public Holiday	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
July			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
August						1	2	3 Public Holiday	4	5	6	7	8	9	10	11	12	13	14
September		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
October				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
November							1	2	3	4	5	6	7	8	9	10	11	12	13
December		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	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	
18	19	20	21	22	23	24	25	26	27	28	29	30	31					January
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29				February
14	15	16	17 Saint Patrick's Day Public Holiday	18	19	20	21	22 Mother's Day	23	24	25	26	27	28	29 Summer Time Begins	30	31	March
18	19	20	21	22	23	24	25	26	27	28	29	30						April
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			May
20	21 Father's Day	22	23	24	25	26	27	28	29	30								June
18	19	20	21	22	23	24	25	26	27	28	29	30	31					July
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		August
19	20	21	22	23	24	25	26	27	28	29	30							September
17	18	19	20	21	22	23	24	25 Summer Time Ends	26 Public Holiday	27	28	29	30	31 Halloween				October
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		November
19	20	21	22	23	24	25 Christmas Day Public Holiday	26 Saint Stephen's Day	27	28 Public Holiday	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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Port Centre, Alexandra Road,
Dublin 1, Ireland
Phone: +353 1 887 6000
Email: info@dublinport.ie

www.dublinport.ie