

SIX KEY MESSAGES FOR HAULIERS

December 2020

Key changes and traffic management measures being introduced in advance of Brexit.



From 1st January 2021, border controls which have not been seen on trade with Great Britain since 1992 will be reintroduced. Over the intervening 28 years, the cargo volumes through Dublin Port have increased sixfold; the land area of the port, however, remains the same.

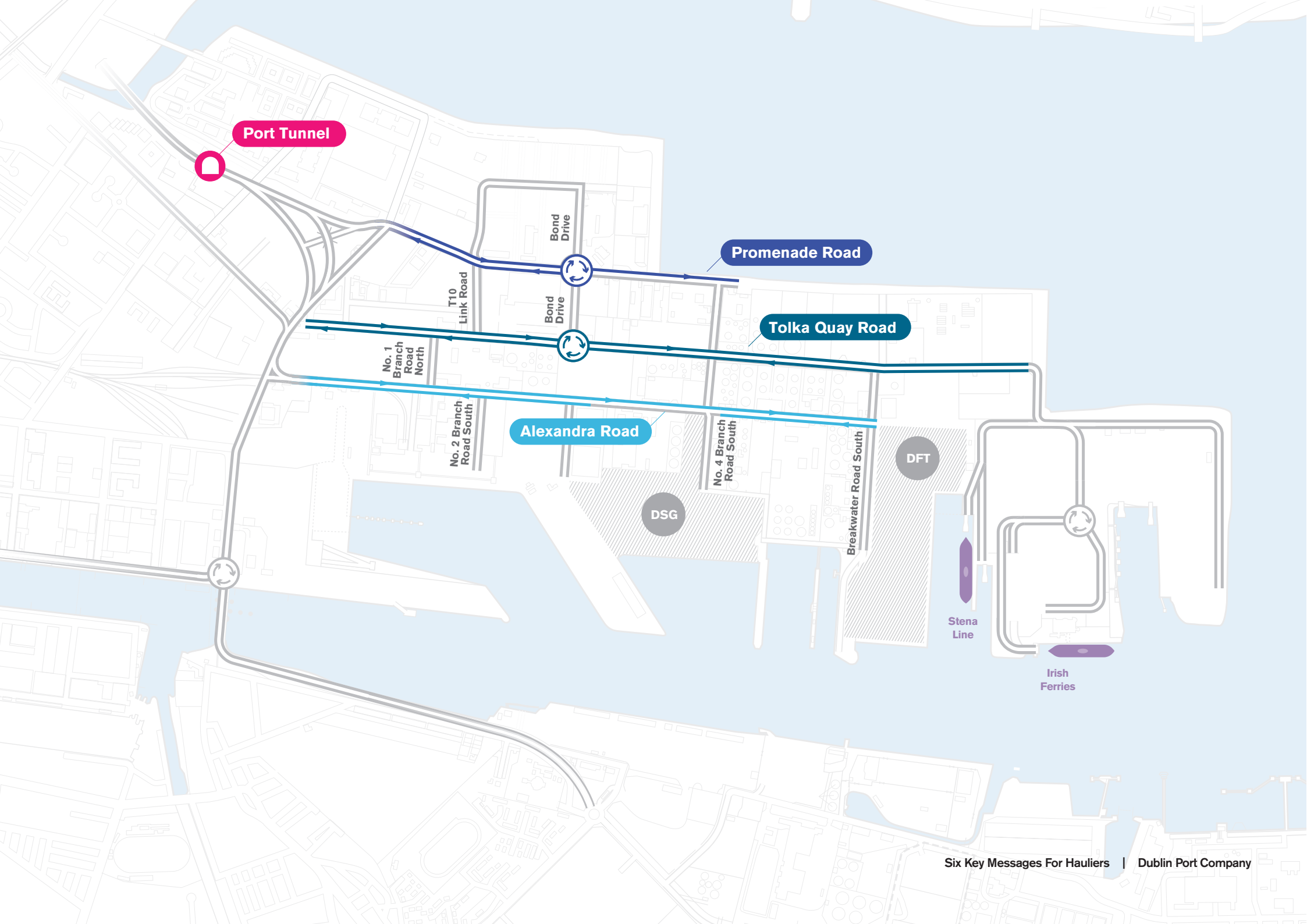
Virtually all of the goods moved in and out of Dublin Port are transported by haulage companies, large and small. The Irish economy cannot function without an efficient haulage sector and it is imperative that hauliers are able to get in and out of Dublin Port quickly and efficiently after Brexit.

We are all depending on State agencies to operate border checks quickly and efficiently on a 24/7 basis. However, the challenge to keep goods flowing in and out of Dublin Port goes beyond that and port operators (notably ferry companies and container terminal operators) must play their part in ensuring that their operations do not cause congestion on port roads.

There will be delays because of Brexit border checks and there is a risk that the combination of these delays and the operations of container terminals in Dublin Port could lead to congestion.

Major works have been completed to upgrade Dublin Port's road network as part of Masterplan 2040 with more to follow by the middle of next year. The road works that have been completed in advance of Brexit will help to keep traffic moving. New road signs have been installed and a series of traffic management measures is being implemented.

The key changes and traffic management measures being introduced by Dublin Port Company in advance of Brexit are summarised in six important messages.



Port Tunnel

Promenade Road

Tolka Quay Road

Alexandra Road

No. 1 Branch Road North

No. 2 Branch Road South

No. 4 Branch Road South

Breakwater Road South

Bond Drive

Bond Drive

T10 Link Road

DSG

DFT

Stena Line

Irish Ferries

1. Dublin Port Inbound HGV Traffic

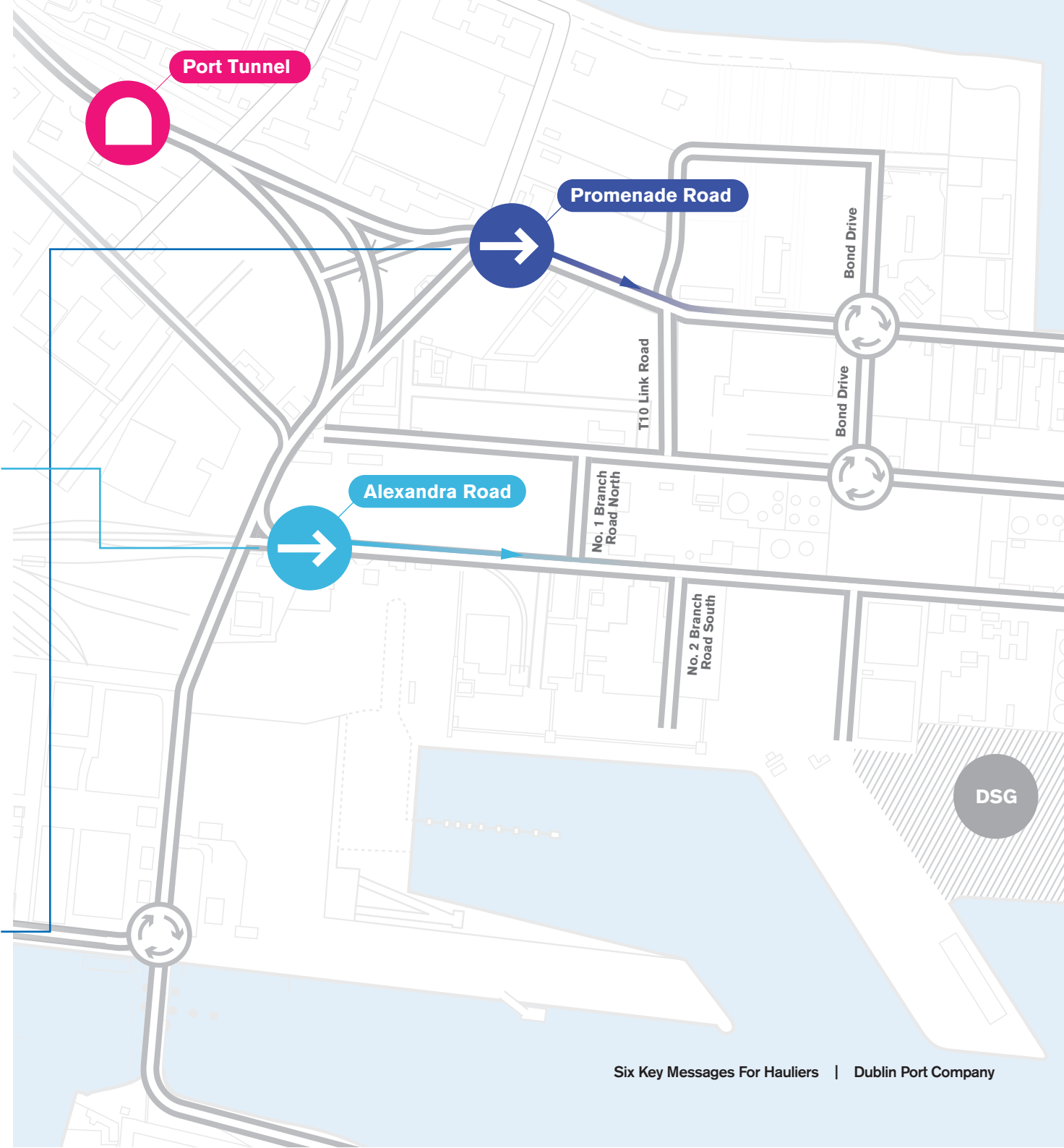
Dublin Port inbound HGV traffic will be split between Promenade Road and Alexandra Road as follows:

Via Alexandra Road →

DSG
R&H Hall
Circle K Terminal 1
Irish Tar & Bitumen
Irish Bitumen Storage
Lagan Bitumen Terminal
Joint Fuels Terminal

Via Promenade Road →

All other traffic



2. Dublin Port Outbound HGV Traffic

All Dublin Port outbound HGV traffic will exit via Promenade Road to the Dublin Port Tunnel - HGVs will no longer be allowed to exit Dublin Port from Alexandra Road.



3. HGV Traffic from Holyhead Ferries

CUSTOMS



Inbound HGV traffic from Holyhead ferries will be **green routed** or **red routed** by customs:

Eight ferries arrive daily in four peaks separated by about six hours. The arrival times of the morning ferries were set decades ago when B&I Line operated from Dublin Port and Sealink operated from Dun Laoghaire Harbour.

The ferry operators today say their arrival times are dictated by customer choice. Post Brexit, the peaked arrivals and inevitable delays from border checks may change the needs of hauliers and cargo owners. If that is the case, we would encourage hauliers to tell the ferry companies what their requirements are. Dublin Port Company's objective is to have a three hour time separation between the eight daily ferry arrivals from Holyhead.

3. HGV Traffic from Holyhead Ferries continued

Post Brexit, HGVs arriving on ferries from Holyhead will be either Green Routed or Red Routed by Customs.

Green Routed

Exit the port via Promenade Road






Red Routed

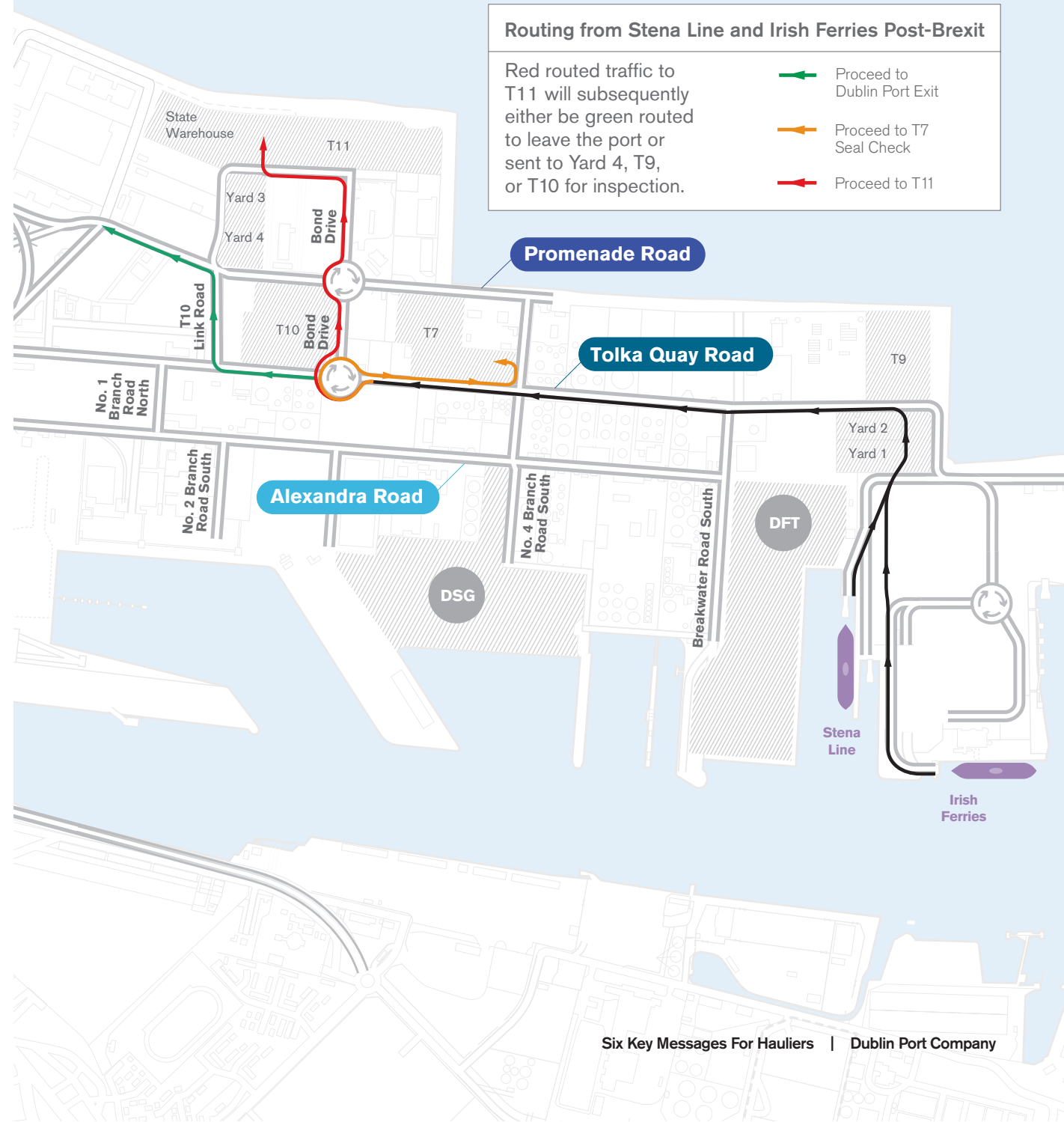
Proceed to T7 or to T11 as instructed by Customs



Routing from Stena Line and Irish Ferries Post-Brexit

Red routed traffic to T11 will subsequently either be green routed to leave the port or sent to Yard 4, T9, or T10 for inspection.

-  Proceed to Dublin Port Exit
-  Proceed to T7 Seal Check
-  Proceed to T11



DSG and DFT Container Traffic

QUEUING ARRANGEMENTS



The two container terminals on the north side of Dublin Port are very busy at peak times on weekdays. There is a risk that queues to get into these terminals could combine with heavy traffic - caused by ferry peaks and by delays arising because of border checks - to cause congestion in the port. There will be separate and distinct queuing arrangements for each of the two container terminals.

Hauliers should require of each terminal and of their customers that they are given reliable booking times (as already happens in oil terminals in Dublin Port) so that they are not delayed and forced to queue on port roads leading to congestion.

4. DSG Container Traffic

Normal condition



Queuing off Alexandra Road

Escalating condition



Queuing in a dedicated marked queuing lane on Alexandra Road as far back as No. 2 Branch Road South

Congested condition



Any further HGVs will be directed to leave the port via Promenade Road



5. DFT Container Traffic

Normal condition



Queuing on Breakwater Road South

Escalating condition



Queuing along the right hand lane of Tolka Quay Road as far back as the roundabout

Congested condition



Any further HGVs will be directed to leave the port via Promenade Road

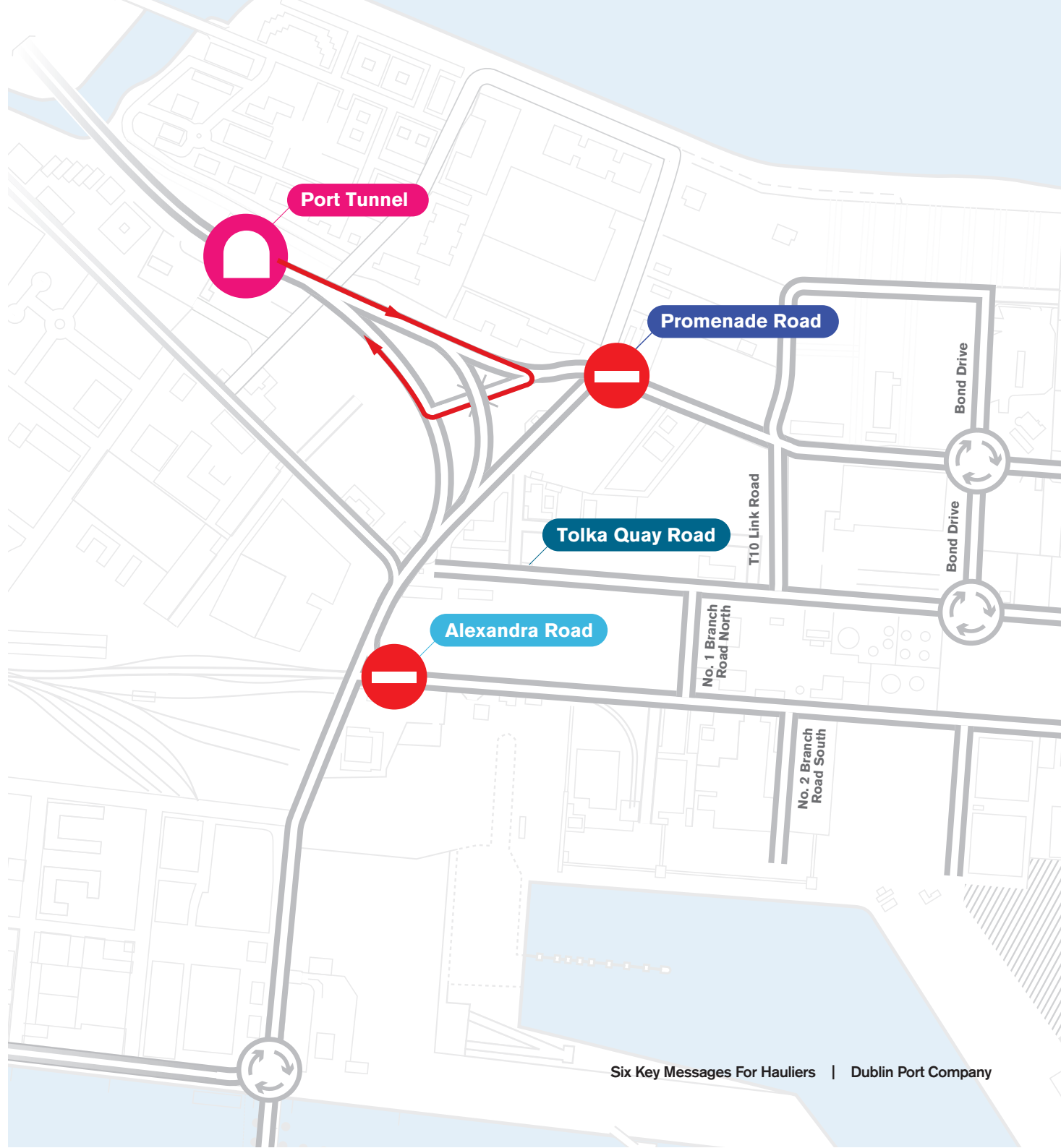


6. General Port Congestion

In the event that there is general widespread congestion within Dublin Port



All traffic exiting the southbound bore of the Dublin Port Tunnel will be U-turned and sent back towards the northbound bore until the congestion abates in the port



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