



Dublin Port
Yearbook
1998



DUBLIN
PORT

DUBLIN FERRYPORT TERMINALS



**providing
independent,
cost competitive,
port handling
services in
Dublin Port**

D.F.T. - Dublin Ferryport Terminals - is a division of Irish Ferries and part of Irish Continental Group.

D.F.T. - Operates a multi-functional port facility at a fifty acre terminal at the entrance to Dublin Port.



Contact:
BOB RICHARDSON,
General Manager

A DIVISION OF IRISH FERRIES LIMITED.

CONTAINER TERMINAL, BREAKWATER ROAD, DUBLIN 1. TELEPHONE (01) 8552222 FAX: (01) 8552309

Dublin Port Yearbook

~ 1998 ~



OFFICES AND SERVICES

HEAD OFFICE

Port Centre, Alexandra Road, Dublin 1.
email: dubport@dublin-port.ie

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Fax 8741241 Telex 32508

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Fax 8550487 Telex 32508

HARBOUR

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Fax 8553423 Telex 32508

WAREHOUSING

Telephone 8550888/8555771
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DIRECT LINES

Warehouse Stack R, Alexandra Road	8557005
Harbour Police Superintendent, 5 South Branch Road	8565845
Deputy Superintendent (Harbour Police)	8555620
Harbour Police, Bond Road (Also Emergency Number)	8563836
Deputy Superintendent (Fire Protection)	8557445

EMERGENCY SERVICES

During Working Hours	8555771
Outside Working Hours, North Side (Communications Centre)	8555771
(Communications Centre)	8555772
(Communications Centre)	8555773

After Hours (Direct Lines)

Berthing Master	8555779
Harbour Police, Bond Road	8555771
Port Yard Gate, East Wall Road	8555775
Cranes (Maintenance & Operations)	8555888
Warehousing	8555774



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- Fast Transit Times
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- Now Calling Japan Directly

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- Europe - Middle East - Europe Ports
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- Columbia - India - Pakistan

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MONTHLY EX- BRAZIL



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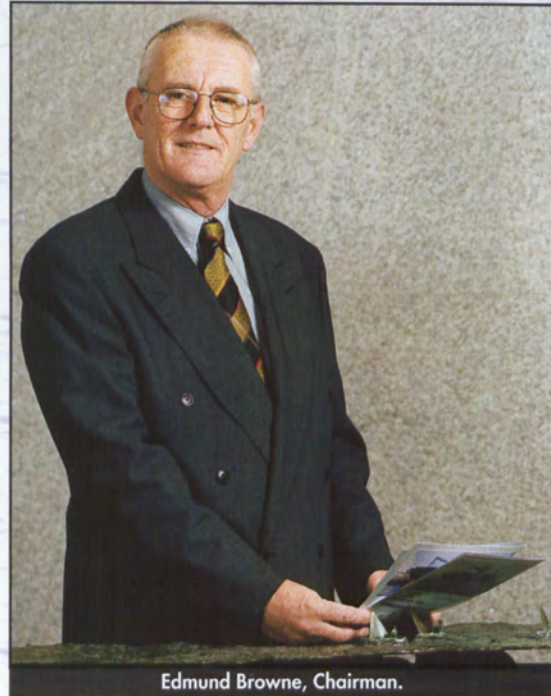
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Foreword

A New Era Begins

The Directors and Employees of Dublin Port Company are dedicated to providing the very best services for all customers using the port.

Dublin Port Company was incorporated on 3rd March, 1997. The Board of the new Company can report increasingly successful trading results. The former Dublin Port and Docks Board, having overcome the difficulties of the early nineties, developed the ports throughput from just over 6.5 million tonnes in 1992 to almost 17 million tonnes in the year under review.



Edmund Browne, Chairman.

In a period of unprecedented economic growth and accelerating and innovative change, the challenge for the Company is to establish an organisation which is characterised by efficient, effective and adaptable port services and facilities.

Dublin Port Company will seek to meet that challenge and in the provision of high quality services seek to respond flexibly to the changing needs of our customers, thus contributing positively to Ireland's continuing economic prosperity.

The Directors of the Company, Chief Executive Enda Connellan, his Management Team and all the staff are dedicated to seeking to ensure that the customers' experience of the port is satisfactory and rewarding at all times.

Edmund Browne
Chairman

1997 - A Significant Year

1997 was a significant year for Dublin Port. In March we bade farewell to Dublin Port and Docks Board which had served the Port since 1946. We welcomed the new semi-state Dublin Port Company and the 1996 Harbours Act together with the Companies Acts under which we now operate.

Dublin Port was one of four ports selected for funding under the European Regional Development Fund (ERDF). The objectives set out by Government for the combined ports in receipt of EU funding running up to 1999 were:

- To increase traffic by more than 11 million tonnes over 1993 by the end of the programme.
- To increase passenger traffic by not less than 5% in the same period.
- To reduce combined shipping and port costs by 15% in real terms over the period.

I am happy to say that by January 1997 Dublin Port on its own has more than contributed its share towards achieving all of these targets. In particular, Dublin Port has grown by 6.7 million tonnes, increased by 12% its passenger

numbers and reduced the price per tonne by 10%. This year we expect to exceed all our previous throughput records and indeed the throughput of any other Irish port.

During the year we welcomed our customer's "Isle of Innishmore" which arrived on 14th February and represents an investment of some £60 million by Irish Ferries. This investment complimented the port's investment in a double tier ramp and new passenger terminal which was completed before the end of year 1997.

The Company finalised its capital investment in tugs marked by the arrival of "Deilginis" in March of 1997. Following the designation of No. 20 shed as a paper terminal, a new shed was completed on Ocean Pier. This new shed will cater for the trades displaced by the designation of No. 20 shed. On the Lo/Lo side we completed an investment of some £11 million on the DFT terminal. The value of this investment has been proven by the increased throughput at the terminal. At the North Wall we completed the infill of some 5½ acres and have commenced paving and



Enda Connellan, Chief Executive

draining this area which will be ready in 1998. A new warehouse for R. & H. Hall was constructed and we have commenced a rail link to the Coastal terminal. The port continues to invest in safety and £1.25 million has been invested in a VTS system which is 85% funded by the EU. Our investment in software for the 360° simulator in Rotterdam is complete. Here, the approaches to Dublin Port are realistically simulated, and pilots, tug masters and those aspiring to holding exemption certificates for Dublin Port can train. The port tunnel was at last given official approval by its inclusion in the City Development Plan. We are grateful to the City Council and the City Manager for their efforts in seeing that this essential infrastructure is quickly put in place.

I would like to place on record the Company's appreciation for continuing support and loyalty of all customers. I would particularly like to thank our colleagues in the Department of the Marine and Natural Resources, Finance and Environment as well as officials in the European Commission for their continued help.

Finally, I would like to express my gratitude to our staff at every level without whose commitment we could not attract and manage the remarkable levels of business achieved.

Enda Connellan
Chief Executive

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Dublin Port Management Team



Jerry Killeen
Financial Controller/Secretary



Enda Connellan
Chief Executive



Joe Jones
Assistant Chief Executive



Brian Torpey
Chief Engineer



Tom Moroney
Personnel Manager



Front from left: Enda Connellan, Lucy McCaffrey, Eddie Browne (Chairman) Cllr. Ita Green, Shirley Sleanor.
Back from left: Eamon McAteer, Tom Linehan, Brian Kerr, Cllr. Paddy Bourke, Cllr. John Stafford,
Gus Geraghty, Eddie Nolan, Jerry Killeen (Secretary).

History of Port Authority

1707 - 1786



Dublin Corporation
(Ballast Committee)

1786 - 1867



Corporation for Preserving
and Improving the
Port of Dublin

1867 - 1946



Dublin Port and Docks
Board *also* Pilotage
Authority *also* Bridge
Authority
(Lighthouse function
transferred to Commissioners
of Irish Lights)

1946



Reconstruction of Board
under Harbours Act 1946
also Pilotage Authority
also Bridge Authority

1996



**DUBLIN
PORT**

Reconstruction of Board
under Harbours Act 1996
Dublin Port Company



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General Information

PORT MANAGERS

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

LIMITS OF DUBLIN PORT

Under the 1996 Harbours Act limits consisting of the waters of the River Liffey below the Matt Talbot Memorial Bridge and so much of the sea westward of a line drawn from the Baily light house to the North Burford Bank Buoy and thence through the South Burford Bank Buoy and thence to Sorrento Point on the South including all bays, creeks, harbours and all tidal docks within such area.

PILOTAGE

Dublin Port is the Pilotage Authority for the Dublin Pilotage District. The limits of the Compulsory Pilotage District are the waters of the River Liffey below Butt 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. The Pilotage service is based on a pilot shore station situated on the Eastern Breakwater and is operated by direct boarding fast cutters each capable of speeds up to 20 knots. The Harbour Office, Pilot Shore Station and Pilot Cutters are equipped with VHF radio, Hague Channels 16, 12 and 6.

TOWAGE

To cater for large ocean-going vessels using the Port, the Board has provided three modern diesel tugs fitted with twin Voith Schneider propellers. Two of 35 tonne bollard pull, one of 16 tonne bollard pull. They are equipped with VHF radio, Hague Channels 16, 12 and 6 and with modern fire pumps.

TIDES

Mean H.W. Springs Dublin Bar 4.1 metres.

Mean H.W. Neaps, 3.4 metres.

Prevailing winds are S.W.

All depths are referred to the Lowest Astronomical Tide. This level is defined as "the lowest level which can be expected to occur under average meteorological conditions and under any combination of astronomical conditions."

This datum is referred to as L.A.T. and is 2.51m below Ordnance Datum Malin Head.

ANCHORAGE

The general anchorage in use off Dublin is as shown on the chart, in position 53° 18.3'N, 6° 05.4'W, sand over stiff marl, but this anchorage is very exposed and a vessel should be prepared

to leave at the first sign of a shift of Wind E.

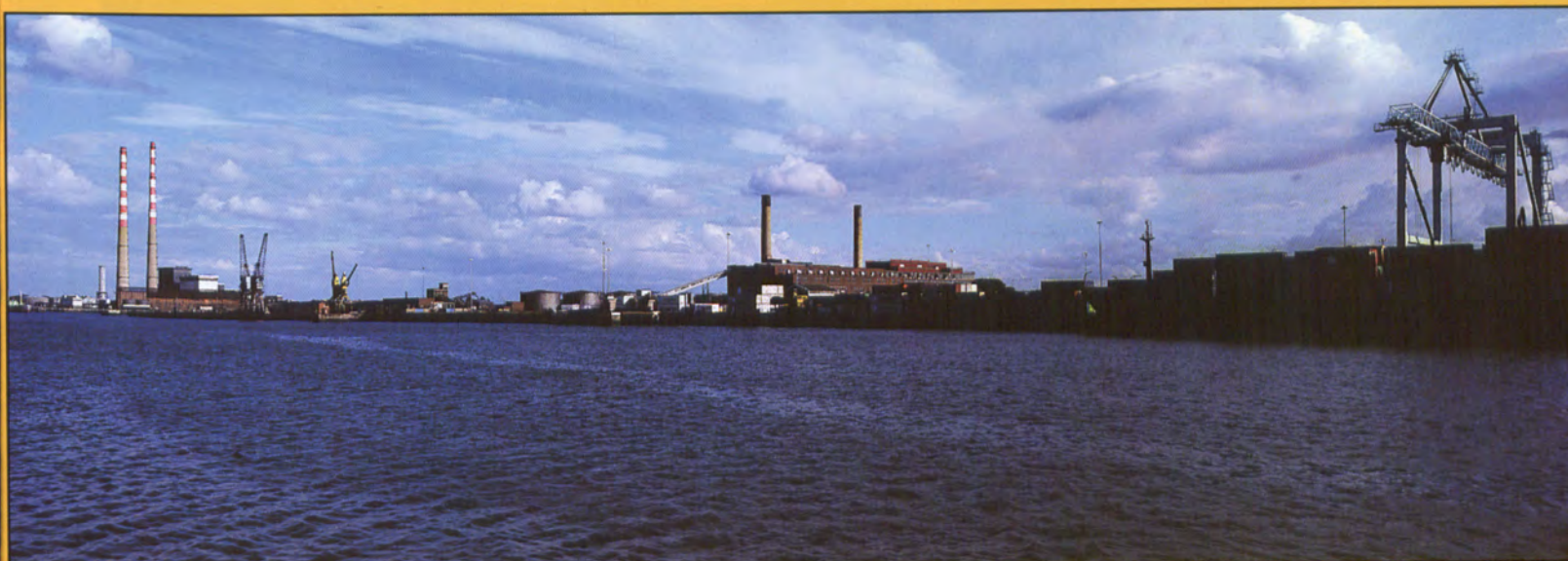
VERIFICATION OF DEPTHS

All Berth, Channel and Bar depths given hereunder are standard Lowest Astronomical Tide (L.A.T.) maintenance depths, and which are liable to reduction through silting or other causes.

Verification of depths in the Port should, therefore, be obtained from the Harbour Master's Office, Port Centre, Dublin 1.

APPROACH AND BERTHAGE

The approach to the Harbour of Dublin is well lighted and of easy access. There is a channel across the Bar at M.L.W.S. of 7.8 metres. Vessels drawing up to 10.2m can enter the Port at high water of normal tides. Vessels drawing up to 7 metres can enter at any state of tide.



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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 is composed 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 Bay.

WAREHOUSING

Warehousing for all types of cargoes (including cold storage) is available within the Port area. Dublin Port Company provides both duty free and bonded warehousing for foodstuffs, tobacco, wines, spirits and general cargo. Enquiries regarding facilities and rates should be directed to the Warehousing Manager at 00 353 1 8550888.

ENCLOSED DOCKS

Grand Canal Docks (owned and operated by Office of Public Works) are on the South side of the River near Ringsend. These docks have an area of 10 hectares and about 1,830 metres

of quays. There are two entrance locks, a small one for barges and another 45.7 metres by 10.7 metres for vessels not exceeding 45 metres long.

GRAVING DOCKS

Dublin Port has two docks situated to the west of Alexandra Quay. The No. 1 dock was refurbished prior to its re-opening in 1997. The No. 2 dock can be divided to accommodate a small or medium sized vessel.

Electricity Supply

A.C. 380V and 220V phase 4 wire: 400, 300 and 100 amperes.
D.C. 500V and 110V 3 wire: 400, 300 and 100 amperes.

Equipment

One E.P. Crane, 25 tonnes at 22 metres radius to 5 tonnes at 30 metres radius, and 1 x 6 tonnes E.P. Crane for No. 1 Graving Dock.

Seven power capstans of 5, 10 and 15 tonnes pull.

Water Supply: Fresh and salt water hydrants at dock sides.

Lead-in Jetty: This dock is served by a lead-in jetty 135 metres long.

STEVEDORING

Nine companies are licensed by Dublin Port Company to offer stevedoring services in the Port.

Dublin Ferryport Terminals
Coastal Container Lines Ltd.
Dublin Port Stevedores Ltd.
Marine Terminals Ltd.
Poolbeg Stevedoring Ltd.
Portroe Ltd.
Pandoro Ltd.
Merchant Ferries Ltd.
Ro/Ro Services










Dock	Length	Width	
No. 1	117m	11.5m	Capable of docking vessels of up to 4.5m draught
No. 2	202m	24.4m	Capable of docking vessels of up to 6m draught





Key Map

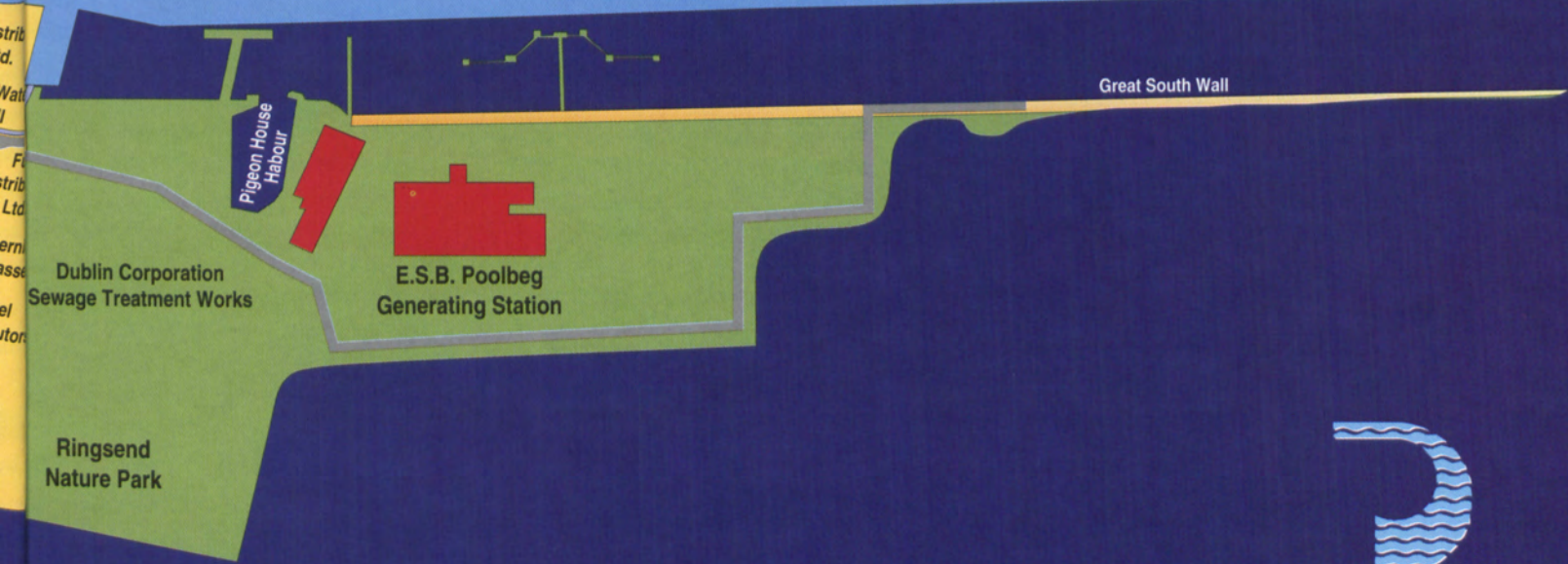


-  Map No.1 Coastal Terminal
-  Map No.2 DFT Terminal
-  Map No.3 M.T.L. Terminal
-  Map No.4 Ferryport Terminal
-  Map No.5 Merchant Ferries Terminal
-  Map No.6 Pandoro Terminal
-  Map No.7 Alexandra Quay West
-  Map No.8 Alexandra Quay East
-  Rest of Port Estate



Fairway

Great South Wall



Lift On / Lift Off

Dublin Port has three dedicated Lo/Lo Terminals:-

- Marine Terminals Ltd (MTL) at South Bank Quay
- Dublin Ferryport Terminal (DFT) at Ferryport
- Coastal Line Container Terminal at Alexandra Road Extension

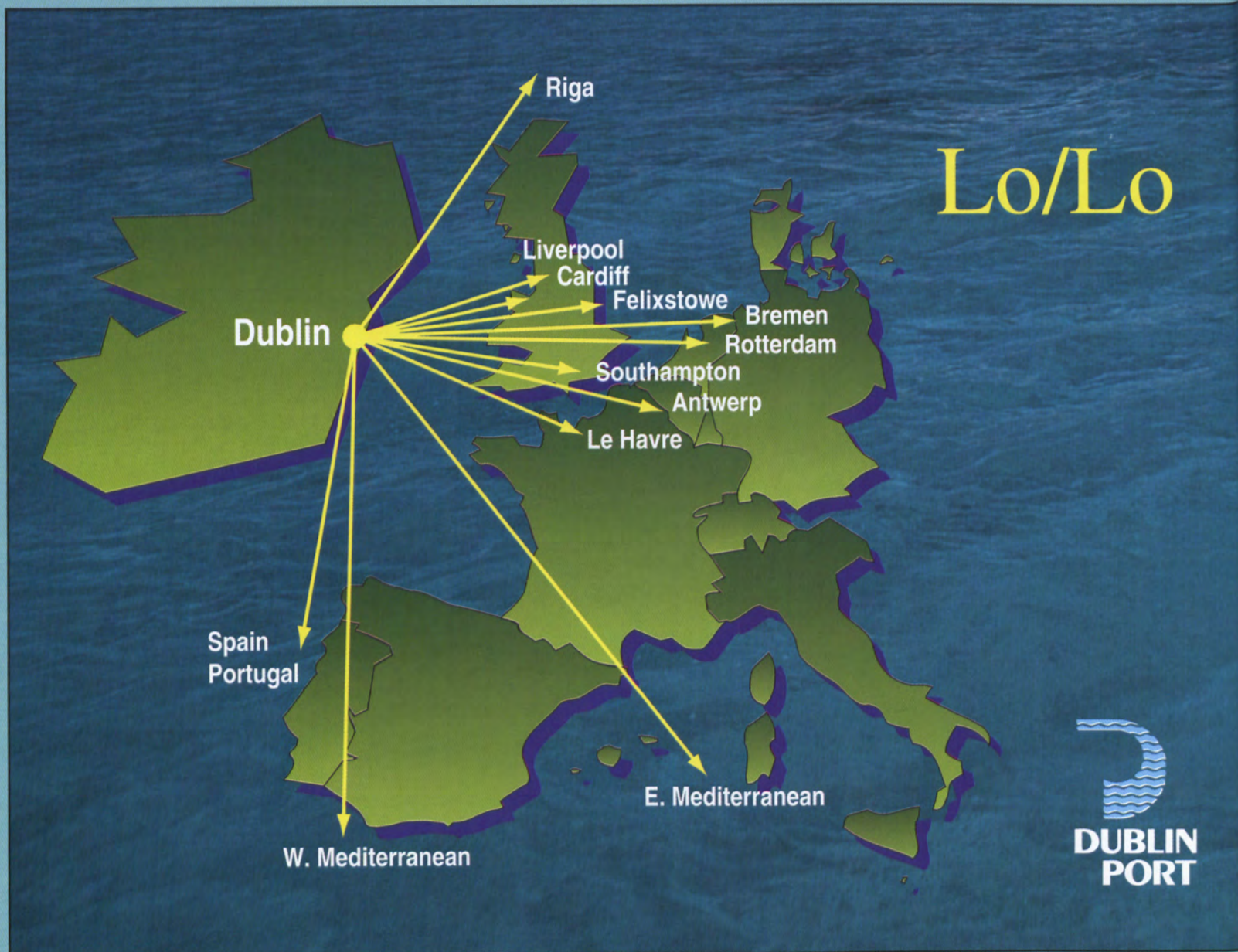
Common User Terminal

In addition, containers are also handled under a 35 tonnes derrick crane at Ocean Pier West, in the common user area of the Port. A

storage area of 1.6 ha. adjoins the 183 metres long berth, with a depth at L.A.T. of 9.4 metres.

Stevedoring services and second-handling equipment, are offered by the three companies licensed to operate in this area viz:

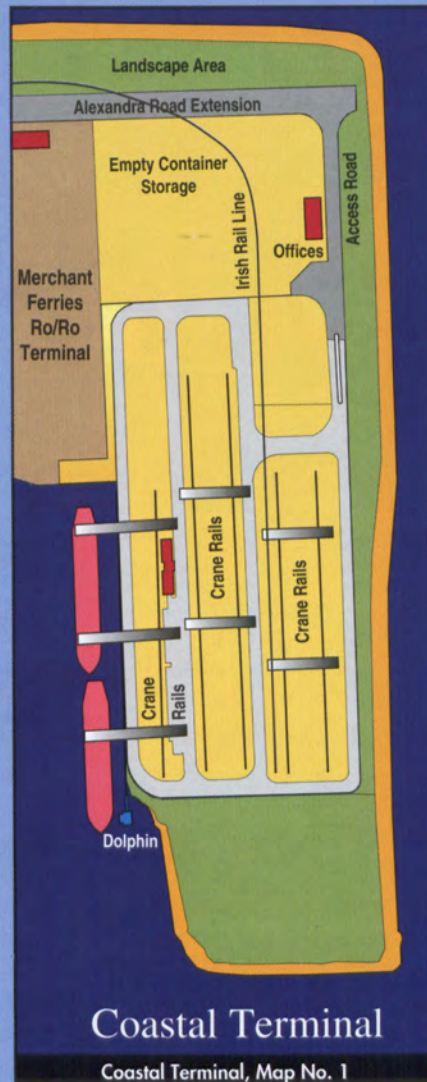
- Dublin Port Stevedores Ltd.
- Poolbeg Stevedoring Co. Ltd.
- Portroe Stevedores Ltd.



Coastal Line Container Terminal Ltd.

This Terminal is operated by Coastal Container Line, which handles vessels for BG Freight Line and Coastal Container Line. A total of fourteen weekly calls serve five ports in Great Britain (Liverpool, Cardiff, Greenock, Southampton and Thamesport) and two continental ports (Rotterdam and Antwerp).

Terminal facilities have been upgraded substantially over the past five years. The berth has been extended from 145 metres to 220 metres and a third ship to shore gantry crane was added allowing the simultaneous working of two vessels. In 1996, an additional four acres were surfaced to provide an enlarged stacking area for empty containers. During the course of 1997 the eastern stacking area was extended and additional second handling equipment was provided to service this area. The existing office facilities were demolished and



purpose built offices put in its place. A rail link has been installed connecting the terminal to the Irish Rail Terminal at North Wall. This

TERMINAL DETAILS

Length of Berth:	220 metres
Depth at L.A.T.	6.1 metres standard
Cranes:	3 x 30 tonnes gantries
Second-Handling Equipment:	3 x 30 tonnes rail mounted Goliath cranes
Storage Area:	6.0 hectares
Operator:	Coastal Line



latter development will enable direct train services to be offered to and from the terminal, providing improved inland distribution arrangements to the South,

West and North of Ireland. It will also link Irish exporters to the Channel Tunnel via the Euro Rail Terminal at Seaforth, which is situated within the Port of Liverpool.

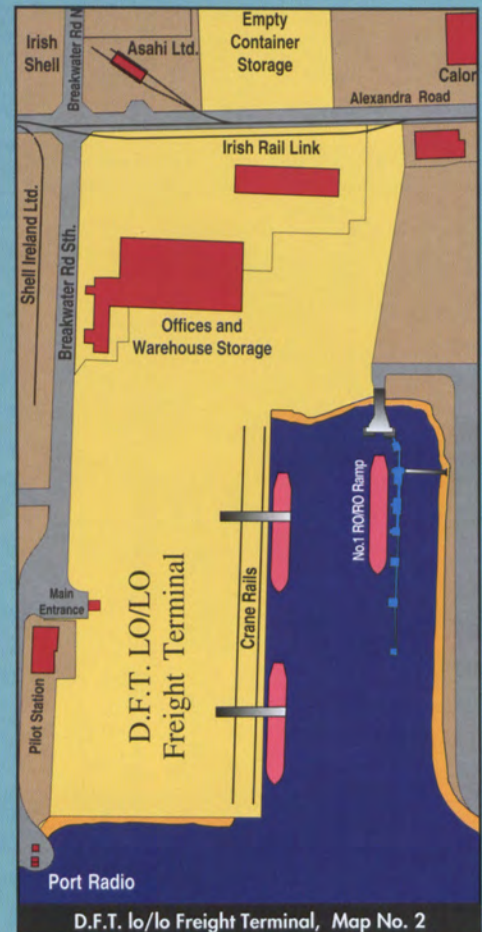


Dublin Ferryport Terminals (DFT)



DFT is the operator of this terminal and provides lo/lo handling services to Eucon, Coastal and HKCIL. The company services routes to Rotterdam, Antwerp, Le Havre, Cardiff and Liverpool with connections to Cork, Belfast, Warrenpoint and Waterford.

This terminal is equipped with two cranes, seven straddle carriers and three 12 tonnes capacity fork-lift trucks. The area has undergone a re-development programme which included the construction of 80 metres of new quay frontage, deepening of the entire 300 metres quay frontage to 8.0 metres below L.A.T., the commissioning of additional container handling equipment, and the provision of an additional six acres of storage area.



DFT, through its subsidiary Dublin Ferryport Container Depot (DFCD), provides a container depot

facility, which offers washing, repairing and storing of containers within a container storage area for 8,000 Teus.

TERMINAL DETAILS

Length of Berth:	300 metres
Depth at L.A.T.	7.5 metres standard
Cranes:	1 x 30 tonnes gantry 1 x 40 tonnes gantry
Second-Handing Equipment:	7 straddle carriers 3 x 12 tonnes fork-lift trucks
Reefer Points:	100 units
Storage Area:	14 hectares
Operator	Dublin Ferryport Terminals (DFT)

Marine Terminals Ltd. (MTL)

MTL is the operator of this terminal, Ireland's largest common user container terminal. The company operates weekly scheduled services to and from the UK, Northern Europe, Mediterranean and Middle Eastern ports.

The terminal is equipped with three transporter canes backed-up by extensive second-handling equipment, reefer points and a total storage area of 13 hectares.



TERMINAL DETAILS

Length of Berth:	567 metres
Depth at L.A.T.	7.6 metres standard
Cranes:	1 x 40 tonnes gantry 1 x 35 tonnes gantry 1 x 30 tonnes gantry
Second-Handling Equipment:	5 x Hyster fork-lift trucks 1 x Kalmar fork-lift truck
Reefer Points:	112 units
Storage Area:	13 hectares
Operator	Marine Terminals Ltd. (MTL)



Roll On / Roll Off



Dublin Port offers the following dedicated ro/ro terminals:

- Ferryport Terminal
- Merchant Ferries Terminal
- Pandoro Terminal

Ferryport Terminal

Operators

- Irish Ferries
- Isle of Man Steam Packet Co.
- Stena Line

Ferryport Terminal is a multi-user terminal with two ramps, the No. 1 ramp and the two-tier No. 5 ramp. At present there are three operators using Ferryport - Irish Ferries, Stena Line and Isle of Man Steampacket Co.

A IR,£13 million development at Ferryport which involved the construction of a two-tier loading ramp (No. 5 ramp) and a new terminal building with efficient luggage handling and check-in facilities ensures that

the 800,000 passengers passing through the Port enjoy state-of-the-art facilities.



Irish Ferries

The new 23,000 tonnes Irish Ferries cruise ferry Isle of Inishmore arrived on the Dublin - Holyhead route on 2nd March 1997. This vessel has made a significant contribution

towards increasing the volume of passenger and ro/ro freight traffic now travelling to Britain through Dublin Port.

The largest vessel of its kind in Northern Europe, the luxurious new Isle of Inishmore has capacity for 2,200 passengers, 850 cars or 122 driver accompanied ro/ro freight units.

Ireland amongst an ever increasing number of tourist passengers and freight drivers.

Isle of Man Steam Packet Co.

For the Isle of Man Steam Packet Company 1997 was a



good year in Dublin Port. Not only was the high-speed link to Douglas re-introduced using the SeaCat Isle of Man but a new direct Dublin to Liverpool route was opened using the popular car ferry MV Lady of Mann.



TERMINAL DETAILS

No. 5 Ramp

Length of Berth:	216m
Depth at L.A.T.	11m standard
Length of Shore Ramp:	40m
Width of Shore Ramp:	20m at ship tapering to 17m at shore end
Maximum Vehicle Load:	180 tonnes
Operators	Irish Ferries

Isle of Man Steampacket Co.
servicing Liverpool and Douglas

The effective marketing that accompanied its introduction has brought about a significant growth in traffic and has helped Dublin Port become the preferred access route to/from

Such is the success of this new venture that parent company Sea Containers, have ordered two of the very latest in high-speed craft, the SuperSeaCat, one of which is

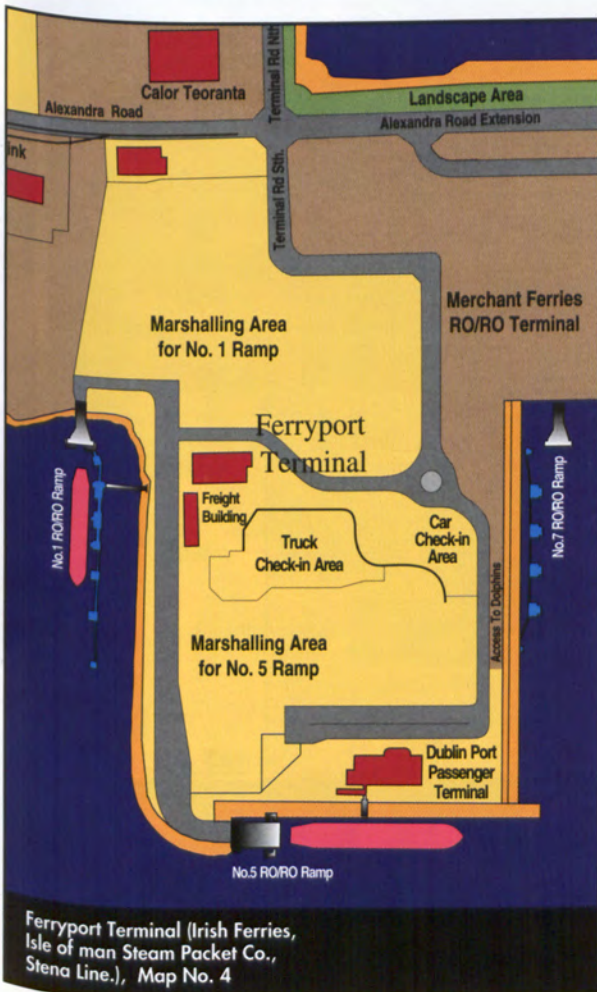


earmarked for the Dublin to Liverpool crossing.

The SuperSeaCat is 100 metres long, 25 metres longer than the smaller SeaCat, and facilities onboard include guaranteed seating for all 774 passengers on two decks, a business class lounge, duty-free shop, cafeteria and bars, an amusement area and a mother

& baby room. It can carry 175 cars and has a service speed of 38 knots with a full load.

Together with the commissioning of Dublin Port's new multi-million pound passenger terminal at Ferryport, the introduction of this craft will be of significant benefit to passengers.



Ferryport Terminal (Irish Ferries, Isle of man Steam Packet Co., Stena Line.), Map No. 4

Stena Line

Stena Line operates a twice daily service to Holyhead from the No. 1 ramp at Ferryport.



vehicle flow to and from the ship. This service is operated by the 18,500 gross tonnes Stena

Challenger, a modern RoPax vessel with capacity for up to 100 trucks and trailers when operating in freight-only mode on night sailings.

On the less freight-intensive daylight sailings tourist traffic is also carried when the vessel switches to 'multi-

purpose' operation. Stena Challenger has a passenger capacity of 500 with on-board accommodation.

During 1997 this area was greatly developed and traffic management changes were implemented to streamline

TERMINAL DETAILS

No.1 Ramp	
Length of Berth:	180m
Depth at L.A.T.	5.9m standard
Length of Shore Ramp:	30m
Width of Shore Ramp:	6m
Maximum Vehicle Load:	100 tonnes
Operator	Stena Line



Merchant Ferries Terminal

Merchant Ferries is a dedicated freight ro/ro company which operates three sailings per day to Heysham. The company plans to launch an additional route to Liverpool in mid 1998. This route will be serviced by two brand new Ro\pax vessels which will add considerably to freight capacity at Dublin Port.

The company operates on a 4.5 hectare terminal with many state-of-the-art facilities which include a camera based checking-in procedure linked directly with the main booking system. The site has easy sea and road access and is equipped with a fleet of modern tugmasters. During 1998 this terminal will undergo major modification to accommodate the new Liverpool service.



Merchant Ferries RO/RO Freight Terminal, Map No. 5

TERMINAL DETAILS

No. 7 Ramp

Length of Berth:	160m
Depth at L.A.T.	7m standard
Length of Shore Ramp:	35m
Width of Shore Ramp:	10m
Maximum Vehicle Load:	100 tonnes (180 tonnes low-loader)
Operator	Merchant Ferries



Pandoro Terminal

Pandoro operates from this purpose built ro/ro terminal equipped with two ramps (No. 4 and No. 6), two weighbridges and cab high check-in booths, all linked into the main ships booking systems.

The company has four vessels which operate four sailings per day to Liverpool,

three sailings per week to Fleetwood and one sailing per week to Cherbourg.

Pandoro not only offers ro/ro services, but now with a fleet of Maafi trailers and container handling machines, the company can also accommodate alternative shipping services for tank and container operations.

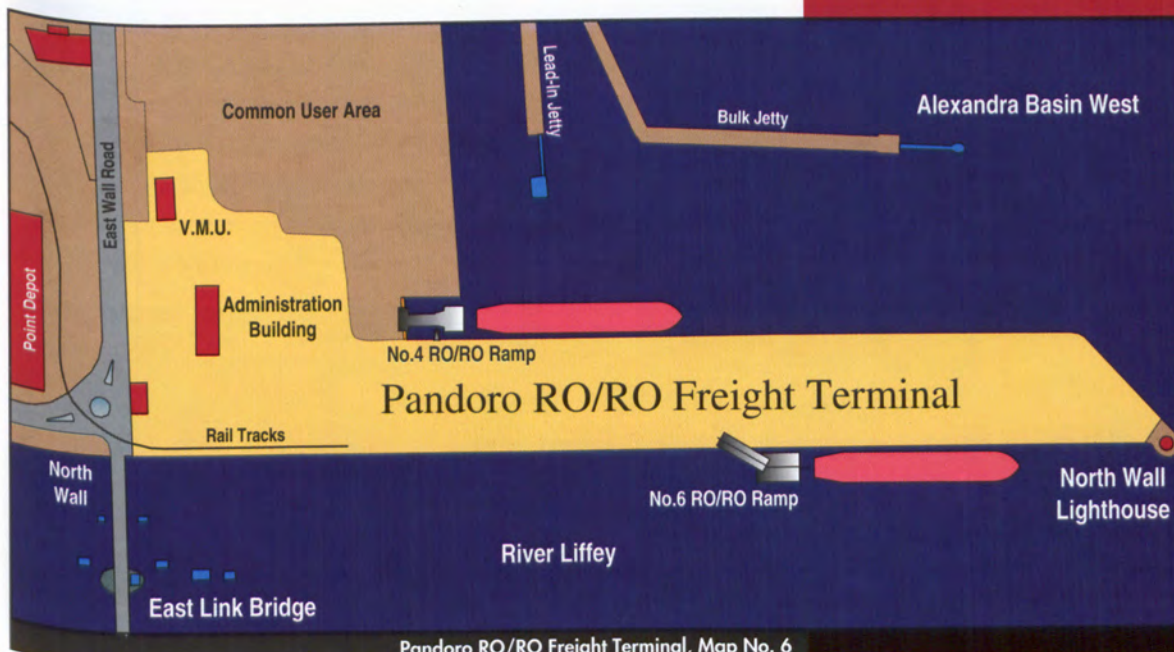
TERMINAL DETAILS

No. 4 Ramp

Length of Berth:	410m
Depth at L.A.T:	7m standard
Length of Shore Ramp:	41m
Width of Shore Ramp:	8m
Maximum Vehicle Load:	100 tonnes (180 tonnes low-loader)
Operator	Pandoro

No. 6 Ramp

Length of Berth:	230m
Depth at L.A.T:	6.5m standard
Length of Linkspan:	35m
Width of Linkspan:	10m
Length of Pontoon:	30m
Width of Pontoon:	20m
Maximum Vehicle Load:	180 tonnes
Operator	Pandoro



Pandoro RO/RO Freight Terminal, Map No. 6

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|-----------|--------------------|
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| - MALTA | - LIMASSOL |
| - SALERNO | - PIRAEUS |
| - ASHDOD | - HAIFA |

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Telex: 33297

Liquid Bulk

Dublin Port has discharging facilities for oil, bitumen, chemicals, liquid petroleum gases and molasses. A 41 hectare oil zone with storage capacity for 330,000 product tonnes

(including 6,000 tonnes of LPG) is linked to four oil berths by a common user oil pipeline system, which incorporates 36 pipe lines. The cargoes of oil tankers can, therefore, be

discharged to the storage installations of any of the oil companies.

Pipelines and storage tanks are also available for molasses in bulk form.



Oil Jetties

NO. 1 WEST

Length of Berthage:	226 metres
Depth at L.A.T.	10.4 metres standard

NO. 2 EAST

Length of Berthage:	235 metres
Depth at L.A.T.	10.7 metres standard

NO. 3 WEST

Length of Berthage:	207 metres
Depth at L.A.T.	10.1 metres standard

NO. 4 EAST

Length of Berthage:	110 metres
Depth at L.A.T.	6.4 metres standard

OIL ZONE

The Port has created an Oil Zone, almost 41 hectares in extent, North of Alexandra Basin Extension in which sites are leased to the major oil companies and Iarnrod Eireann for oil storage installations. Calor Teoranta and Blugas also occupy sites in this area for the storage and distribution of liquefied petroleum gas. Bulk bitumen is also handled in this area of the Port. The present storage

capacity for petroleum products in the Oil Zone is about 330,000 product tonnes.

COMMON USER OIL PIPELINE SYSTEM

This system provides 21 pipelines to the Eastern Oil Jetty and 15 pipelines to the Western Oil Jetty. The cargoes of tankers berthed at these jetties can be discharged to the storage installations of any of the oil companies involved.

OIL BUNKERING

Facilities are available at the oil jetties for obtaining bunkers from the various oil companies. Bunkers may also be obtained at berths by means of oil company road tankers.

ELECTRICITY SUPPLY POWER STATIONS

RINGSEND

Length of Berth:	145 metres
Depth at L.A.T.	7.5 metres standard

POOLBEG

Length of Berth:	325 metres
Depth at L.A.T.	10.6 metres standard

This berth, which can accommodate tankers of up to 70,000 tonnes, has oil pipeline connections to the storage tanks serving the power station.



Dry Bulk

Loading and discharging facilities for concentrate, coal, grain, animal feedstuffs, fertiliser, sand etc. are provided at sites both northside and southside of the river.

- A conveyor and ship loading facility connects the Alexandra Terminals storage shed to vessels on the Dry Bulk Jetty in Alexandra Basin for the loading-out of lead and zinc concentrate from Tara Mines and achieves a loading rate of up to 900 tonnes per hour.
- Electric portal grabbing cranes of 4, 10 and 20 tonnes capacity, conveyors and hoppers are available in different locations for all other dry bulk cargoes.
- The most recent 20 tonnes crane, with its associated dust-aspirated hopper, berth length of 355 metres and depth alongside of 10.2 metres L.A.T. achieves a discharge rate of up to 400 tonnes per hour.
- Privately owned storage for up to 100,000 tonnes of grain, animal feed etc. is available.
- These modern facilities have already dramatically reduced the cost of handling imported dry bulks.

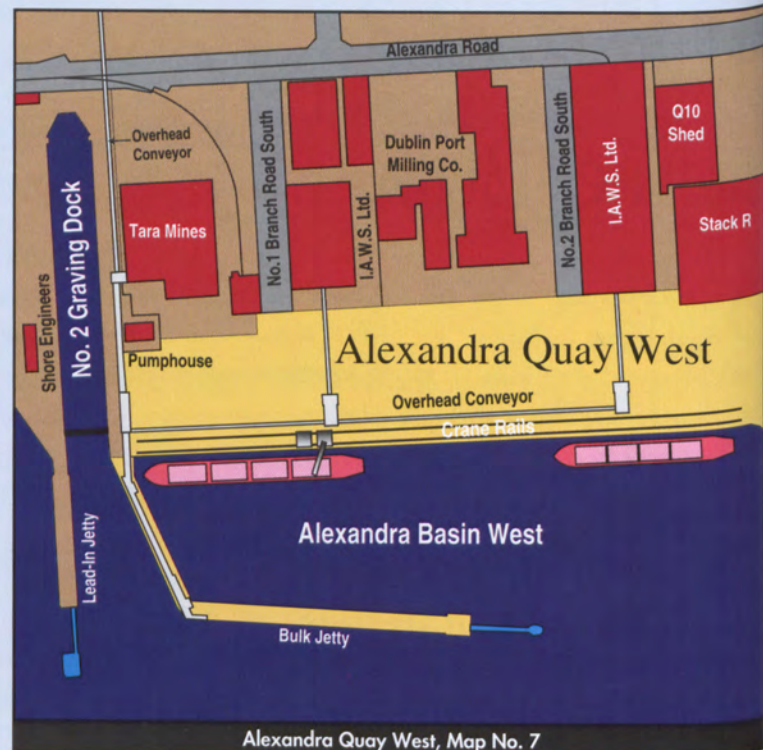
Handling services for dry bulk and break bulk cargoes are

provided by three independent stevedores viz:

Dublin Port Stevedores Ltd.

Poolbeg Stevedoring Co. Ltd.

Portroe Stevedores Ltd.



Alexandra Quay West, Map No. 7

BULK JETTY - ALEXANDRA BASIN, (DRY BULK)

Length of Jetty:	247 metres
Depth at L.A.T.	9.0 metres standard – Northside 10.0 metres standard – Southside

DEEP WATER QUAY – RINGSEND (DRY BULK)

Length of Quay:	357 metres
Depth at L.A.T.	11.0 metres standard
Open Quay Area:	4.25 hectares
Back-up Area:	12 hectares
Cranes:	2 x 10 tonnes grabbing 2 x 4 tonnes E.P.

This quay is also equipped with pipelines for molasses in bulk form.

Common User Berths

ALEXANDRA QUAY WEST

Length of Berth:	355 metres
Depth at L.A.T.	9.8 - 10.2 metres standard
Cranes	1 x 20 tonnes grab and hopper 1 x 10 tonnes grab and hopper 2 x 4 tonnes capacity

ALEXANDRA QUAY EAST

Length of Berth:	360 metres
Depth at L.A.T.	9.6 - 10.3 metres standard
Cranes	1 x 10 tonnes grab and hopper 3 x 4 tonnes capacity

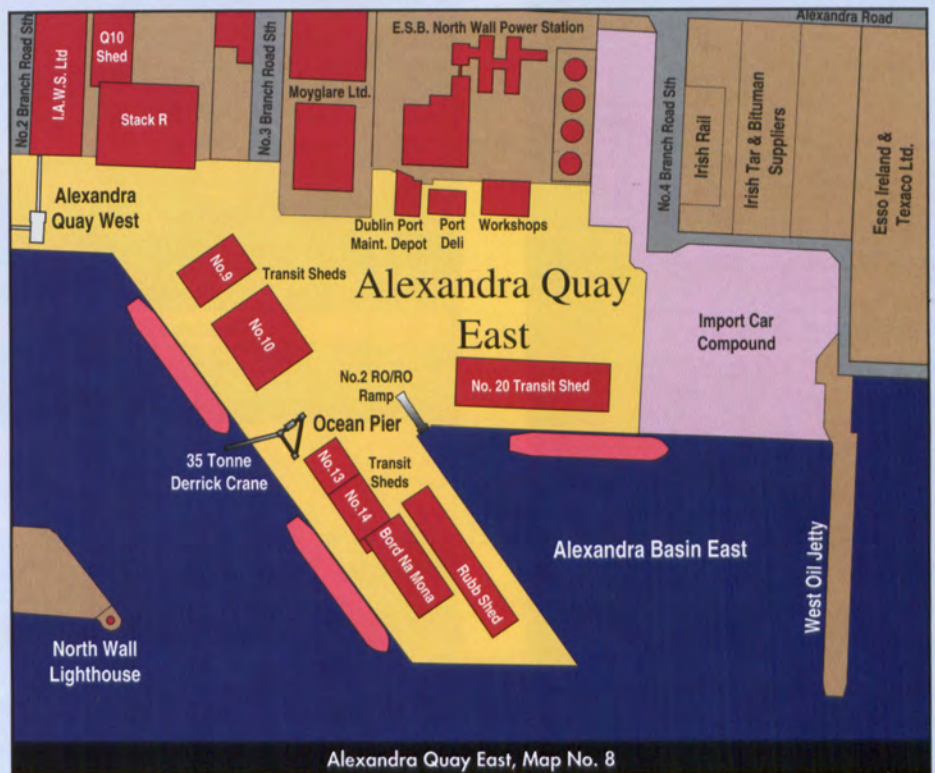
Break Bulk (Conventional) Cargo



More than 2 kilometres of berthage, with L.A.T. depths of up to 10.3 metres and 17 cranes of 4 to 35 tonnes lift capacity are available to service this mode, which accounts for less than 4% of total port throughput in volume terms. This mode is catered for in several locations, mostly on the north side of the River Liffey.

Storage:
12,500 sq.m of shed space and extensive open areas available. In addition, an area of 4.4ha. is dedicated to the storage of imported trade cars and commercial vehicles.

Dublin Port is committed to provide adequate infrastructure equipped with modern handling facilities, supported by computerised information systems, to handle future growth in all bulk and break bulk cargoes.



Quayside Cranes

OCEAN PIER WEST

Length of Berth:	400 metres
Depth at L.A.T.	9.5 metres standard
Cranes	1 x 10 tonnes capacity 7 x 4 tonnes capacity 1 x 35 tonnes capacity, 46m jib derrick

OCEAN PIER EAST

Length of Berth:	244 metres
Depth at L.A.T.	9.7 metres standard
Cranes:	2 x 4 tonnes capacity



Scheduled Services from Dublin Port



IRISH SEA			
Port	Weekly Frequency	Service	Line/Agent
Liverpool	26 sailings	Ro/Ro	Pandoro
	6 sailings	Lo/Lo	Eucon + Coastal
	14 sailings	Pax & Cars	Isle of Man Steampacket Co
Holyhead	14 sailings	Ro/Ro	Irish Ferries
	13 sailings	Ro/Ro	Stena Line
Felixstowe	1 sailing	Lo/Lo	Seawheel
	2 sailings	Lo/Lo Feeder	J. Scott & Co.
Southampton	2 sailings	Lo/Lo Feeder	J. Scott & Co.
	1 sailing	Lo/Lo Feeder	Seawheel
Thamesport	1 sailing	Lo/Lo Feeder	J. Scott & Co.
	3 sailings	Lo/Lo	B.G. Freight
Cardiff	3 sailings	Lo/Lo	Coastal Line
Heysham	17 sailings	Ro/Ro	Merchant Ferries
Douglas	2/3 sailings	Pax. & Cars	Isle of Man Steampacket Co
	(Seasonal)		
Greenock	1 sailing	Lo/Lo	Coastal Line
Tilbury	1 sailing	Lo/Lo	J. Scott & Co.

EUROPEAN (ALL LO / LO)			
Country	Port	Frequency	Line/Agent
Belgium	Antwerp	1 sailing per week	J. Scott & Co.
		1 sailing per week	B.G. Freight
		2 sailings per week	Dublin Maritime
		2 sailings per week	Eucon
France	Le Havre	2 sailings per week	Eucon
		1 sailing per week	J. Scott & Co.
	Cherbourg	1 sailing per week	Pandoro
Germany	Bremen/Hamburg	1 sailing per week	J. Scott & Co.
Netherlands	Rotterdam	4 sailings per week	Seawheel
		3 sailings per week	Eucon
		3 sailings per week	Dublin Maritime
		1 sailing per week	J. Scott & Co.
Poland	Szczecin	4 sailings per week	B.G. Freight
		1 every 2 weeks	R.A. Burke

EUROPEAN (ALL LO / LO)

Country	Port	Frequency	Line/Agent
Spain	Bilbao	Weekly	Andrew Weir
		Weekly	Seawheel
Italy	Salerno	Every 10 days	Andrew Weir
		Every 10 days	R. A. Burke
		Every 10 days	Jenkinson Agencies
	Palermo	Every 10 days	R. A. Burke
		Every 10 days	Andrew Weir
Greece	Piraeus	Every 10 days	Andrew Weir
		Every 10 days	R. A. Burke
		Every 10 days	Jenkinson Agencies
Turkey	Izmir	Every 10 days	Jenkinson Agencies
Cyprus	Limassol	Every 10 days	Andrew Weir
		Every 10 days	R. A. Burke
		Every 10 days	Jenkinson Agencies
Portugal	Leixoes	Weekly	Andrew Weir
		Every 10 days	R. A. Burke
		Every 10 days	Jenkinson Agencies
	Lisbon	Weekly	Andrew Weir
		Every 10 days	R. A. Burke
Every 10 days	Jenkinson Agencies		
Gibraltar		Weekly	Andrew Weir
Malta	Valletta	Every 10 days	Andrew Weir
		Every 10 days	R. A. Burke
		Every 10 days	Jenkinson Agencies

NON EUROPEAN

Country	Port	Frequency	Line/Agent
Egypt	Alexandria	Every 10 days	Jenkinson Agencies
Lebanon	Beirut	Every 10 days	Jenkinson Agencies
Israel	Haifa	Every 10 days	Andrew Weir
		Every 10 days	R. A. Burke
		Every 10 days	Jenkinson Agencies
	Ashdod	Every 10 days	Andrew Weir
		Every 10 days	R. A. Burke
		Every 10 days	Jenkinson Agencies



Cruise Line Operations

Irish ports, and Dublin in particular, have become popular destinations for cruise line vessels in the past few years. In 1997, 40 of these vessels visited Dublin Port.

Bórd Fáilte has recognised the developing importance of this segment of the tourism

industry and with the co-operation of various port authorities and ground handling tour operators, established a company, Cruise Ireland, to market Ireland as a point of call for cruise line companies operating around Europe. Other companies and organisations with interests in the business have also been invited to participate in Cruise Ireland.

Thus, there is a unified Irish voice seeking to attract our visitors. Each port and region has its own attractions whether they be cultural, scenic, commercial or ethnic and in the case of Dublin Port many liners can come right into the city centre.

In this regard, Dublin has a lot to offer the potential visitor. It is the capital city and the

largest port in the Republic of Ireland and has become the most frequent port of call for cruise liners to Ireland.

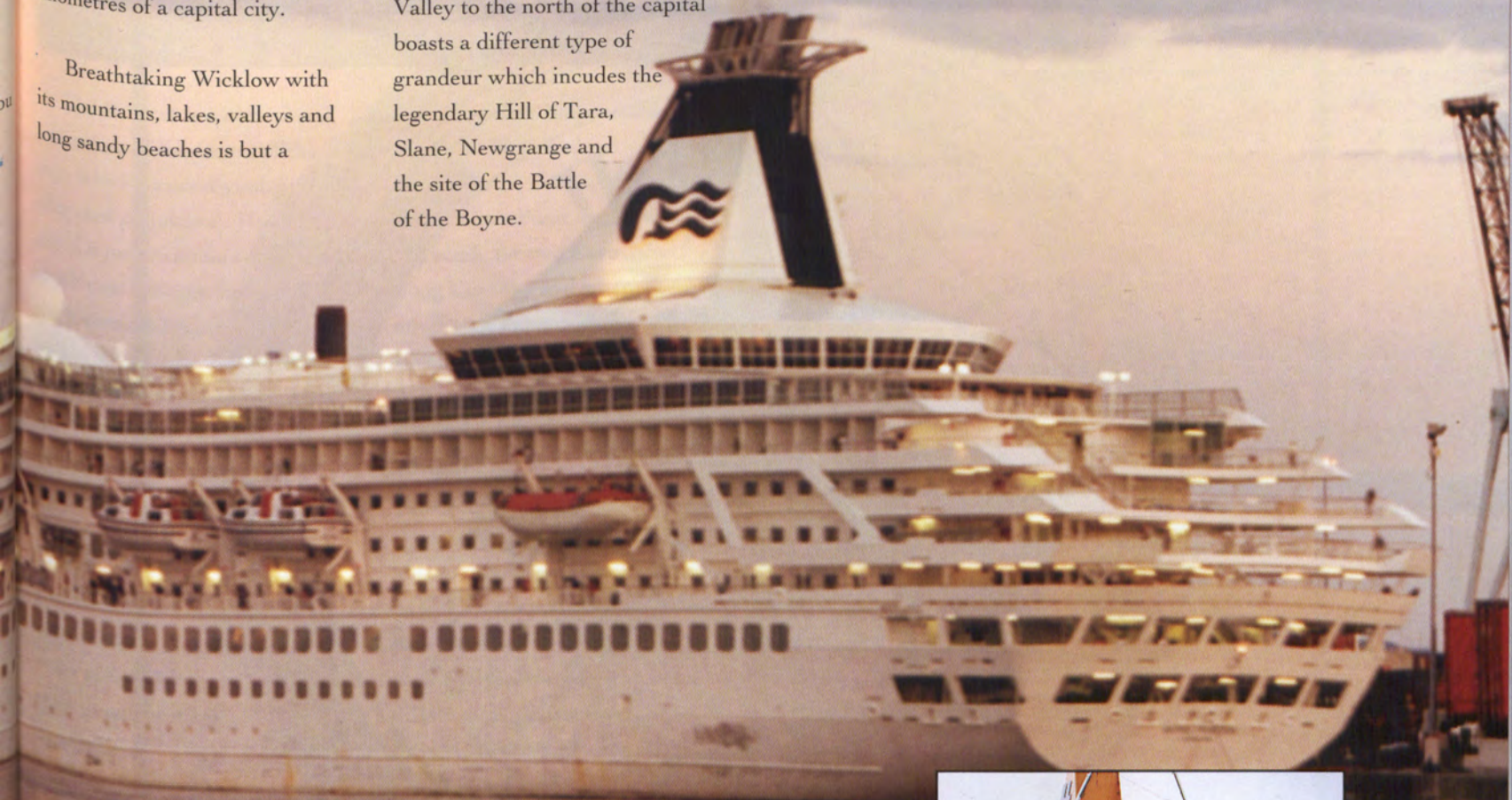
Where in the world can you find culture, history, architecture, scenic beauty, beaches, mountains and all kinds of leisure activities



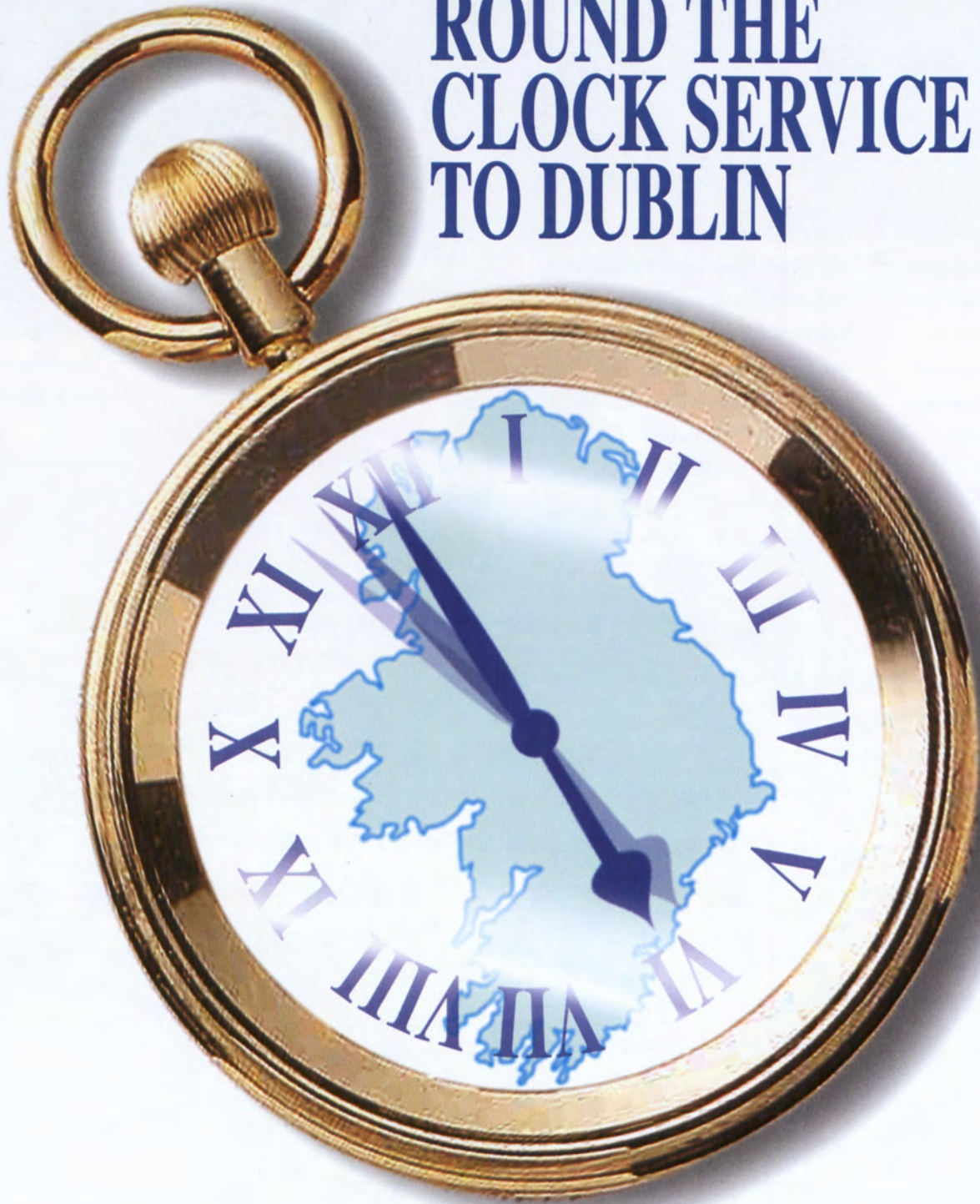
(including more than fifty golf courses) within a radius of forty kilometres of a capital city.

Breathtaking Wicklow with its mountains, lakes, valleys and long sandy beaches is but a

short bus or car ride to the south of Dublin. The historical Boyne Valley to the north of the capital boasts a different type of grandeur which includes the legendary Hill of Tara, Slane, Newgrange and the site of the Battle of the Boyne.



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Dublin Port is within two kilometres of the centre of the city, which boasts a young well educated population. How could it not with more than ten third level colleges, including the historical Trinity College within its boundaries. The musical world's top entertainers perform in Dublin's Concert Hall and the great plays and musicals are performed in venues such as the Abbey Theatre, the RDS Pavilion in Ballsbridge and in the Point Depot, which is right in the heart of the Dublin Port and close to where many cruise vessels berth.

No visit to Dublin would be complete without discovering the birthplace of Dublin's most famous beverages at Guinness Brewery and at Irish Distillers, both of which welcome visitors. Indeed most of us natives of the city would say that no visit is complete without visiting the retail outlets for those products – the pubs and taverns of Dublin, famed the world over.

The major city centre shopping areas, in which the finest international retailers and the fullest range of Ireland's

exquisite crafts are available, must also be visited.

Dublin's Point Depot was the venue for two Eurovision Song Contests and where the now world-famous Riverdance was first performed.

Cruise line traffic is becoming increasingly significant as far as Dublin Port is concerned. Passengers are able to indulge in scenic tours, city tours, shopping expeditions, pub crawls or whatever takes their fancy. On overnight stops or late night departures it is possible to arrange visits to the Jurys Hotel long running Irish cabaret, which has been entertaining visitors and locals alike for over 30 years.

Cruise passenger visits to Dublin have encouraged many people to return to indulge in detailed research into their families' roots. However, one does not need to have Irish or even Dublin ancestors to enjoy a visit to Dublin's Fair City, the home of Sweet Molly Malone and boasting port facilities which can handle the largest liners cruising in European waters.

Cutty Sark Tall Ships Race - Dublin 1998

Dublin will make a perfect venue for the finish of the Cutty Sark Tall Ships Race in August 1998 when the golden age of sail comes to Dublin Port, and with it the biggest party the city has ever seen. From Saturday 22nd August to Tuesday 25th August more than 100 magnificent sailing ships will be berthed within easy access of the city centre. The quayside will come alive in a

Mardi Gras style carnival with one million visitors enjoying a lavish programme of entertainment and on-board visits. With 5,000 young crew members from over thirty countries visiting the City, the Tall Ships Festival has a truly international flavour.

On Tuesday 25th August the spectacular Parade of Sail takes place - a dramatic sight not to be missed.





IRISHENCO



◀ Dunleer Bypass. £25m Motorway Project for Louth County Council, 1991-1993

Killybegs Water Supply Scheme and Dam for Donegal County Council, 1990-1993.



▲ Storage Warehouse and Offices at Dublin Airport for Aer Rianta Teo, 1993.

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Statistics 1996

Dublin Port, the principal port in the Republic of Ireland, handled over 15 million tonnes of cargo in 1996 and will exceed 16 million tonnes in 1997. The significance of this figure can be seen when compared to the figure for 1992 which was 6.6 million tonnes.

While Dublin handles all modes of transporting goods by sea, it is unitised (container) traffic which comprises most of its trade. This comes in two forms - roll on/roll off (ro/ro) and lift on/lift off (lo/lo). Around 75% of its 15 million tonnes throughput in 1996 was in the unitised mode.

THROUGHPUT BY SHIPPING MODE JANUARY - DECEMBER 1996

Gross Tonnes - Inwards

	Ireland	U.K.	Other EU	Non EU	Total
Liquid Bulk	38,304	2,295,867	79,125	107,181	2,520,477
Dry Bulk	0	95,948	153,182	430,554	679,684
Break Bulk	0	15,232	80,352	99,525	195,109
Lo/Lo	2,668	814,245	1,035,731	28,691	1,881,335
Ro/Ro	0	4,264,834	32,496	39,602	4,336,932
Totals	40,972	7,486,126	1,380,886	705,553	9,613,537
% Share	0.43%	77.87%	14.36%	7.34%	100.00%

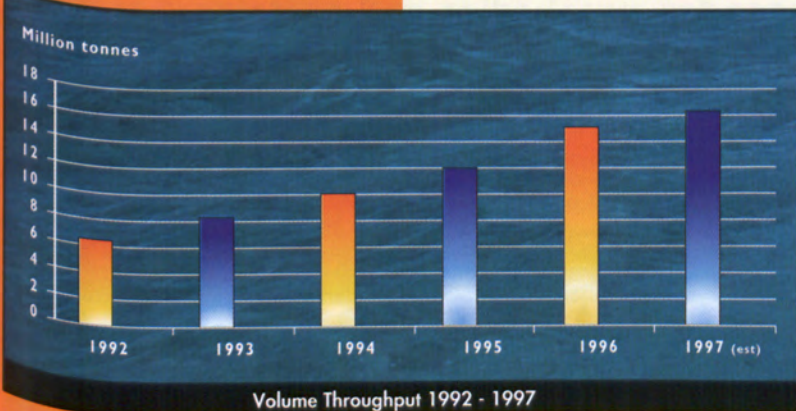
Gross Tonnes - Outwards

	Ireland	U.K.	Other EU	Non EU	Total
Liquid Bulk	0	0	0	0	0
Dry Bulk	1,497	7,210	369,430	72,527	450,664
Break Bulk	70	0	0	4,407	4,477
Lo/Lo	4,588	585,050	823,612	51,123	1,464,373
Ro/Ro	0	3,655,101	8,221	2,928	3,666,250
Totals	6,155	4,247,361	1,201,263	130,985	5,585,764
% Out	0.11%	76.04%	21.51%	2.34%	100.00%

Gross Tonnes - Inwards and Outwards

	Ireland	U.K.	Other EU	Non EU	Total
Liquid Bulk	38,304	2,295,867	79,125	107,181	2,520,477
Dry Bulk	1,497	103,158	522,612	503,081	1,130,348
Break Bulk	70	15,232	80,352	103,932	199,586
Lo/Lo	7,256	1,399,295	1,859,343	79,814	3,345,708
Ro/Ro	0	7,919,935	40,717	42,530	8,003,182
Total	47,127	11,733,487	2,582,149	836,538	15,199,301
%	0.30%	77.20%	17.00	5.50%	100.00%

Projected Figure for 1997 16.8m tonnes.



DUBLIN



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Fax: 0044 151 949 6300

More and more Irish exporters and importers are moving their International trade along the Dublin - Liverpool Irish Sea central corridor. Over 60% of all unitised trade shipped between the Republic and the UK is already carried on daily lift-on lift-off, roll-on roll-off services between the two ports.

Liverpool is spending £35 million on two new river berths which from 1999 will speed-up the transit time between Liverpool and Dublin for Irish Sea ro-ro ferries. The terminal will substantially add to the advantages of Liverpool which is already the only British port to offer Irish exports and imports a multi-modal integrated service by road, rail and sea. At the hub of the British motorway network, Liverpool means time and money saved on distribution to every corner of the UK.

Comprehensive near sea and deep sea shipping services provide rapid transshipment to and from Northern Europe, the Iberian Peninsula, and the Mediterranean... plus those vital markets of the United States of America, Canada and beyond. And daily trains through the Channel Tunnel provide Irish trade with direct access for swapbodies and containers from the quayside Port of Liverpool Euro Rail Terminal to major centres on the Continent.

THE PORT OF LIVERPOOL and DUBLIN PORT

The vital gateway for Irish trade

Tariffs on Vessels

(Tonnage Rates) Operative: 1st January 1997

TONNAGE RATES

PART I

PROVISIONS APPLYING IN RELATION TO TONNAGE RATES

1. The expressions "the Harbours" means Dublin Harbour, Skerries Harbour and Balbriggan Harbour.
2. A vessel shall be deemed to be trading with a particular place if it takes on board cargo or passengers at any of the harbours to be landed at that place or if it lands cargo or passengers at any of the harbours taken on board at that place.
3. The tonnage of a vessel upon which tonnage rates shall be based and chargeable shall be the net tonnage or half the gross tonnage, whichever is the greater.
4. Tonnage rates shall not be chargeable in respect of both the arrival and departure of a vessel but if a vessel on which tonnage rates have been charged in respect of its arrival takes on board at any of the harbours cargo or passengers for a port or place the tonnage rates for which are higher than those charged on such arrival, the difference between the two rates shall be chargeable also.
5. A vessel which does not land cargo or passengers at any of the harbours but which takes on board cargo or passengers shall be deemed to be trading only with the port of destination of such cargo or passengers.
6. A minimum charge of IR£39 per voyage will be charged on all vessels except those charged under Section 6,7 and 8 Part II (ordinary tonnage rates).

7. In accordance with European Council Regulation (EC) No. 2978/94 oil tankers with segregated ballast tanks, the measurement of which is inserted under the heading "Remarks" on their International Tonnage Certificate (1969), shall benefit from a 17% rebate.

PART II

ORDINARY TONNAGE RATES

1. For a vessel trading from or to any port or place in the European Union. See Table
2. For a vessel trading from or to any port or place not in the European Union. See Table
3. For a vessel which enters the limits of Dublin Harbour for the purpose of taking on board from a lighter or tender bunkers or stores for the vessel's own consumption only and which does not enter the River Liffey or make use of the quays or wharves of that harbour, per ton 2.4p
4. For a vessel, other than a fishing vessel, which enters the River Liffey for a non-trading purpose such as for repairs or through stress of weather or for bunkers or stores for the vessel's own consumption only and does not take on board any cargo or passengers or discharge cargo or disembark passengers except temporarily in connection with repairs to the vessel, per ton 22.4p
5. For a fishing vessel under 30m in length which enters any of the harbours, for each vessel £2.24
6. For a fishing vessel over 30m in length which enters any of the harbours, per ton 22.4p
7. For a vessel remaining or lying in any of the harbours, except in the Grand Canal Dock or in a Graving Dock or in a Graving Slip, for a longer period than two consecutive weeks, in respect of each week it shall remain or lie after such period -
 - (a) if not under repairs, per ton. 4.7p
 - (b) if under repairs, per ton. 2.4p

SHIP TYPE	EU	NON EU
	<i>Part II, 1</i>	<i>Part II, 2</i>
LO/LO	£0.455	£0.510
Bulk Liquid	£0.496	£0.798
Bulk Solid	£0.68	£0.798
Break Bulk	£0.362	£0.765
RO/RO:		
Freight	£0.150	
Car Carriers:	£0.233	£0.233
Car Ferry	£0.076	

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PART III
EXCEPTIONAL TONNAGE RATES

The Exceptional Tonnage Rates mentioned in paragraphs 1 to 3 hereunder are allowed by the Board.

- 1a. Any vessel which makes use of the quays or wharves of the Port of Dublin for the purpose of landing and/or embarking passengers, and the personal luggage of such passengers and/or mails only and does not load or discharge cargo (other than motor cars which are accompanied by their owners as passengers). 22.4p per ton
- b. Any vessel which for the purpose of landing and/or embarking passengers and their personal luggage or mails or cargo only enters within the limits of the Port of Dublin but does not enter the River Liffey or make use of the quays or wharves of the Port. 2.4p per ton
- c. PASSENGER CAR FERRY VESSELS - A vessel engaged mainly in the trade of carrying tourism traffic, i.e. passengers, accompanied motor cars, motor cycles, trailers, caravans, dormobiles, coaches and buses. A vessel qualifies as a vessel engaged mainly in the business of tourism if 20% or more, of the

total goods dues in each calendar year is accounted for by tourist traffic (passengers and tourist vehicles).

2. Vessels with Small Quantities of Cargo

- (1) 60% or 45% respectively of the appropriate rate mentioned in paragraphs 1 and 2 of Part II hereof (Ordinary Tonnage Rates) will be charged in respect of any vessel which fulfills the following condition at the Port of Dublin:-

Ships, unships or tranships cargo in the Port which in the aggregate is less than one half or one fifth of the net tonnage of the vessel.

3. Vessels using Graving Docks or Graving Slips

Any vessel which enters the Port of Dublin for the purpose of using the Graving Docks or Graving Slips of the Board and does not use (except for the purpose of actually entering or leaving the Graving Docks or Graving Slips) any quay or wharf which is not specifically designated for the time being by the Board for ship repairing 11.0p per ton

For the purpose of this schedule vessels trading to or from the Isle of Man, the Channel Islands, the Canary Islands, Cyprus or Gibraltar shall be charged at the same rate as vessels trading to or from any port within the EU.



Tariffs on Goods

Rates to be paid on Goods and Merchandise, Shipped, Transhipped, or Unshipped in the Harbours of Dublin, Skerries or Balbriggan.

Operative: 1st January 1997

GOODS RATES

1. Re-Exports

In the case of goods arriving at the Port of Dublin from any port for export to any other port, and on which Inward Goods Dues have been paid, no Outward Goods Due will be charged, provided that:-

- (a) A declaration in such a form as the Board may from time to time determine and on the form supplied for the purpose, is given to the Board within seven days from the completion of the discharge of the importing vessel.
- (b) That the goods are exported in the same form and, if imported in packages, in the same packages as they arrived.
- (c) That the goods remain the bona fide sole property of the same person throughout.
- (d) That the export takes place within two months of the date of arrival of the importing vessel.

2. Oil and Grain Exports

Oil and grain cargoes exported from the Port of Dublin are exempt from Outward Dues provided the exporter can prove that within a period of six months prior to the said export he imported through the Port of Dublin at least a like quantity of such commodity of the same type and grade and that the commodity which it is proposed to export was imported through the Port of Dublin by him and that since it was imported it has undergone no manufacturing or blending process, is completely unchanged in character and has remained the bona fide sole property of the importer throughout.

Schedule of Goods Rates

Based on Standard International Trade Classification (all rates are per tonne unless otherwise specified)

Division Commodity

Food and Live Animals chiefly for food

00 Live animals chiefly for food (except sheep)	£1.17 each
Sheep	65p each
01 Meat and meat preparations	£1.35
02 Dairy products and birds' eggs	
Dried Milk	£1.35
Other items	£2.35
03 Fish, crustaceans and molluscs and preparations thereof	£1.85
04 Cereals and cereal preparations	£1.05
05 Vegetables and Fruit	
Vegetables	£1.35
Fruit, fresh, dried, nuts	£1.85
Fruit and nuts prepared, preserved, juice, jams, purees, other items	£2.35
06 Sugar, sugar preparations & honey	
Sugar, raw, refined	£1.45
Molasses and Vinasses	£1.05
Other items	£2.35
07 Coffee, tea, cocoa, spices and manufactures thereof	
Tea	£2.95
Chocolate	£2.35
Other Items	£1.85
08 Feeding stuff for animals (excluding unmilled cereals)	£1.05
09 Miscellaneous edible products and preparations	£2.35
10 Passengers embarking/disembarking	30p

Beverages and Tobacco

11 Beverages	
Spirits, Wines and Cordials	£2.35
Other items	£1.35
12 Tobacco and tobacco manufactures	
Manufactures	£2.95
Other items	£1.85

Crude Materials, Inedible, Except Fuels

21 Hides, skins and furskins, raw	£1.45
22 Oil seeds and oleaginous fruit	£1.25
23 Crude rubber (incl. synthetic & reclaimed)	£2.95

24 Cork and Wood		Chemicals and Related Products N.E.S.	
Softwood (1.4 cub. metres = 1 tonne)	£1.08	51 Organic Chemicals	£2.39
Hardwood	£1.58	52 Inorganic Chemicals	
25 Pulp and waste paper	£1.12	Industrial Gases	£2.93
26 Textile fibres (excluding wool tops) and their wastes		Sodium Carbonate	£1.11
Wool, wool waste	£2.39	Liquid Ammonia	£1.85
Other items	£1.39	Di-Calcium Phosphate	£1.05
27 Crude fertilisers & minerals, excluding petroleum and precious stones	£1.01	Other Items	£1.39
28 Metalliferous ores and metal scrap		53 Dyeing, tanning and colouring materials	£1.58
Metal scrap	74p	54 Medicinal and pharmaceutical products	£2.39
Ores and concentrates, other items	79p	55 Essential oils, perfume materials etc.	
29 Crude animal and vegetable materials, n.e.s.	£1.39	Soap, cleansing, polishing preparations	£2.39
		Other Items	£2.93
Mineral Fuels, Lubricants and Related Minerals		56 Fertilisers, manufactured	£1.01
32 Bituminous Coal, Coke & Briquettes	95p	57 Explosives & pyrotechnic products	£2.93
Smokeless	85p	58 Artificial resins, plastic materials, cellulose esters and ethers	
Peat Moss in bulk	71p	P.V.C. granules and lignin	£1.12
33 Petroleum, petroleum products and related materials		Other items	£2.93
Spirits: White Spirits, Motor Spirit, Aviation Spirit,		59 Chemical materials and products n.e.s.	£1.58
Naphtha	£1.99		
Lubricating oils	£1.99	Manufactured Goods Classified Chiefly by Materials	
Fuel Oils: Gas oil, diesel, vapourising oil, kerosene,		61 Leather, leather manufactures, n.e.s.	
light fuel oil, medium fuel oil, aviation turbine		and dressed furskins	£2.93
fuel and similar oils	£1.58	62 Rubber manufactures n.e.s.	£2.93
Petroleum Bitumen	£1.13	63 Cork & Wood manufactures (excluding furniture)	
Other Fuel Oil: Heavy fuel oil, residual fuel oil,		Veneers	£2.39
creosote, tar oil etc.	£1.47	Other Items	£1.58
34 Gas, natural and manufactured	£1.99	64 Paper paperboard & articles of paper pulp, of paper or of paperboard	
		Liner Board	£1.12
Animal and Vegetable Oil, Fats and Waxes		Other items	£1.58
41 Animal Oils and Fats	£1.85	65 Textile yarn, fabrics, made-up articles, n.e.s. related products	
42 Fixed vegetable oils and fats	£1.85	Yarns	£1.46
43 Animal and vegetable oils and fats, processed and waxes	£1.85	Fabrics	£1.85
		Made-up articles, floor coverings	£2.39
		66 Non-metallic mineral manufactures, n.e.s.	
		Cement and other construction materials	£1.05
		Cement additive fines	60p
		Cullet	£1.03
		Other Items	£2.39
		67 Iron and Steel	

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Tubes and pipes fabricated	£1.39	87 Professional, scientific & controlling apparatus n.e.s.	£2.93
Other Items	£1.12	88 Photographic apparatus, optical goods, n.e.s. watches and clocks	£2.93
68 Non-ferrous metals	£1.85	89 Miscellaneous manufactured articles n.e.s.	£2.93
69 Other manufactures of metal, n.e.s. (excluding laden/empty unit engaged in unit load traffic. See Div 99)	£2.39	91 Postal, Mail	exempt
Wire, Nails and Rod	£1.12	93 Special transactions	£2.93
		94 Animals - Live - Zoo	£1.22 each

Machinery and Transport Equipment

71 Power generating machinery & equipment	£2.39	95 Military Arms, Ammunition and Equipment	£2.93
72 Metalworking machinery	£2.39	96 Coin - not legal tender	£2.93
73 General industrial machinery and equipment n.e.s. and parts, n.e.s.	£2.39	97 Gold	£2.93
74 Office machines & automatic data processing equipment	£2.39		
75 Telecommunications and sound recording, reproducing equipment	£2.93		
76 Electric machinery, apparatus & appliances, n.e.s. and parts	£2.39		
77 Road vehicles (excluding laden/empty vehicles engaged in Ro/Ro traffic. See Divs. 98/99)			
Passenger motor cars	£4.64		
Other road vehicles	£2.93		
78 Other transport equipment	£1.85		

Tourist Traffic

98 Motor Cars	£1.55 each
Motor Cycles	£1.55 each
Trailers	£1.55 each
Caravans	£3.12 each
Dormobiles/Mini Buses	£3.12 each
Coaches and Buses	£7.25 each

Lo/Lo Containers & Flats

	Loaded	Empty
Not exceeding 6.1m (20') in length	£11.71 each	£3.00 each
Exceeding 6.1m (20') but not exceeding 9.15m (30') in length	£17.57 each	£4.50 each
Exceeding 9.15m (30')	£23.42 each	£6.00 each

Ro/Ro Cargo Carrying Vehicles - from 1st January 1990

Not exceeding 6.1m (20') in length	£11.71 each	£3.00 each
Exceeding 6.1m (20') but not exceeding 9.15m (30') in length	£17.57 each	£4.50 each
Exceeding 9.15m (30') in length	£23.42 each	£6.00 each

NOTE: n.e.s. = not elsewhere specified.**Miscellaneous Manufactured Articles**

81 Sanitary, plumbing, heating, lighting, fixtures & fittings, n.e.s. sanitary etc. are of ceramic material.	£1.58
Other items	£2.39
82 Furniture and parts thereof	£2.39
83 Travel goods, handbags & similar containers	£2.93
84 Articles of apparel & clothing accessories	£2.39
85 Footwear	£2.39





Dublin Port 800 AD - 2000 AD

The estuary of the River Liffey has been associated with the commerce of this island for very many centuries, and there is evidence that over 3,500 years ago gold and copper from the Wicklow Mountains were shipped to Britain and the Continent from landing places in Dublin Bay.

However, it was the arrival of the Norsemen in the 9th Century which led to the building of a seafort and settlement on the banks of the River Liffey. This was the beginning of the modern Port and city of Dublin and for a thousand years since then, the development of both Port and city has gone hand in hand.

The excavations at Wood Quay some years ago uncovered the remnants of the earliest efforts to provide landing places for ships' cargoes, including embankments, revetments and stone walls which were constructed during the Viking and Anglo-Norman periods.

Down through the centuries the changing needs of shipping created problems for the merchants and traders of Dublin whose ships required deeper water and better landing facilities than those which sufficed for the early traders. The difficulties were aggravated

by the increasing danger to shipping using the estuary as a result of continuous silting and shoaling in the approaches. At the end of the 17th century there was no well-defined channel leading up to the city; instead the waters of the Liffey divided into various channels and mingled with those of the Dodder and Tolka and the action of wind and tide set up ever-changing bars and shoals, forming a serious hindrance to the navigation of the river.

The only berthage at that time was at Merchant's Quay and Wood Quay. Access by shipping further westwards was impeded by the only bridge across the river at that time which connected Church Street on the North bank with Bridge Street on the South. It was the practice of the City Corporation to make grants or leases of

portions of the river bank on the condition that the grantees or lessees built and maintained quay walls.

In 1708 the City Corporation was vested by Act of Parliament with responsibility for the establishment of a Ballast Office and the maintenance and development of the Port. The Corporation delegated its functions to a committee popularly known as the "Ballast Committee". The control of ballast operations at the Port was necessitated by the practice of unscrupulous ship masters who, having discharged their cargoes, required ballast for the outward voyage and dug away part of the river bank for this purpose. Conversely, these masters, when arriving in Port in ballast, disposed of the now unwanted ballast overside when proceeding up the estuary.



The Ballast Committee's early efforts were concentrated on providing a clear straight channel in the upper reaches of the estuary between Ringsend and the old Custom House which was located on what is now known as Wellington Quay. In 1716 work commenced on the major task of protecting the lower estuary from siltation due to sand being blown and washed from the South strand into the river channel. By 1786 a stone breakwater known as the Great South Wall had been substantially completed, extending seawards for three miles from Ringsend to a point now marked by Poolbeg Lighthouse. The year 1786 also saw responsibility for the Port

transferred to a new body officially known as the "Corporation for Preserving and Improving the Port of Dublin" but popularly called the "Ballast Board". This new body functioned until 1867.

The works carried out by this Corporation included the completion of the Great South Wall, and the construction of what is known as the North Bull Wall so as to impound a greater volume of water at high tide. As the tide recedes this water flows out between the Poolbeg Lighthouse and the North Bull Lighthouse, scouring a passage through the bar. This scour cuts its own channel and the depth of water on the bar was increased

thereby over the years from six to sixteen feet. Other works carried out were the building of the North and South Quays, and of the old Graving Dock and the Graving Slips.

From 1810 the Corporation became responsible for the erection and maintenance of all lighthouses on the coasts of Ireland, but in 1867 this responsibility was transferred by Act of Parliament to a new body which was given the title of "Commissioners of Irish Lights", while the Dublin Harbour Authority was reconstituted as the Dublin Port and Docks Board. Under the new Board the North and South Quays were rebuilt with deeper foundations; this provided

greater depths of water alongside, so as to allow vessels to lie afloat at low water, and by 1913 all the old quays, with the exception of Custom House Quay, had been replaced or reconstructed. In addition to the work of reconstruction, the Port Board was fully aware of the need to extend and expand accommodation for the rapidly increasing size of vessels using the Port, and the construction of the North Wall Extension, which commenced in 1871 and was finally completed in 1937, provided berthage for overseas vessels with a depth of 6.7m to 7.9m on its northern side. The construction of Alexandra Quay between 1921 and 1935 and subsequently of Ocean Pier, has with the North Wall Extension

provided a deepwater tidal basin known as Alexandra Basin.

The 1950's saw the completion of Alexandra Quay East, Alexandra Basin East and the Oil Jetties. No. 2 Graving Dock was completed and became operational in 1957. The Dry Bulk Jetty in Alexandra Basin received its first ship in 1968, as did the Car Ferry Terminal (Ro/Ro Terminal No. 1).

With the move to containerisation in the 1960's, it became necessary to provide purpose-built container terminals with adequate back-up land and facilities. To meet these demands land was reclaimed and berths provided for three new terminals. The

Bristol Seaway Terminal (now incorporated in the South Bank Quay Container Terminal) began operations in 1969; the Sealink Terminal (now the Coastal Terminal) in 1970 and the B&I (now Irish Ferries) Terminal in 1972.

A jetty, now capable of accepting tankers of up to 70,000 tons, which serves the Electricity Supply Board's Poolbeg Generating Station was completed in 1969 and received its first ship in 1970. The two 680ft. high smoke stacks which service this generating station have become a landmark in the Port area.

The Southside Container Terminal was equipped and

operational in 1974 and the Coal Dry Bulk Terminal was completely equipped and operational for all types of vessels in 1975.

Ro/Ro facilities were built to cater for this fast developing mode. A new deep water Ro/Ro berth was constructed at Ferryport. The ramp (No. 5) was converted to a double-deck one in 1995.

The ramp is the largest of its type in Ireland and is capable of accommodating vessels without ramps in addition to vessels with ramps of their own. The depth of water is 11 metres L.A.T. and 10 hectares of additional back-up space have been reclaimed.

The North Wall Extension was reconstructed in 1994 as a dedicated Ro/Ro terminal for Pandoro's Ro/Ro service to Liverpool. Two ramps are available on this terminal.

A new Ro/Ro terminal was built at Alexandra Road for Merchant Ferries Ltd. who commenced operations in 1995.

1992 saw the resumption of independent stevedoring in Dublin, with the issuing by the Board of stevedoring licences.

Nine companies offer stevedoring services:-

- Dublin Ferryport Terminals
- Coastal Line Container Terminals Ltd.
- Dublin Port Stevedores Ltd.



- Marine Terminals Ltd.
- Poolbeg Stevedoring Co. Ltd.
- Portroe Stevedores Ltd.
- Pandoro Ltd.
- Merchant Ferries Ltd.
- Ro/Ro Services

DUBLIN PORT – INTEGRAL PART OF DUBLIN CITY

Dublin Port is proud of the unique contribution which it has made over the centuries to the economic, cultural and social development of Dublin City and its environs. This contribution has facilitated and sustained the growth of our capital city since the earliest times. Although the City Corporation's responsibility for the Port ended in 1708 a special relationship between the two bodies continues and is characterised by a spirit of co-operation and consultation at all levels in matters of mutual concern.



PHYSICAL DEVELOPMENT

The physical development of Dublin Port is approached in three ways:-

- The rehabilitation of older areas of the Port.
- The enhancement of existing areas.
- The reclamation of new areas.

To cater for the anticipated increase in trade over the next 20 years, Dublin Port has no alternative to the reclamation of 21 hectares east of the Coastal terminal. Dublin Port strongly believes that its planning through the year 2000 will be adequate to meet the growth in trade in the national economy and that it will pose no threat to the environment of Dublin Bay, either visually or ecologically.

By the year 2000 a new Relief Route to the Port is essential. The basic minimum requirement of Dublin Port in the matter of access, is an effective local road system to serve the industrial needs of Dublin city and a motorway standard access to the National Arterial Road Network to cater for the remainder of the hinterland.

DUBLIN PORT 800AD - 2000AD

Legislation

In 1996, the Harbours Act 1996 was enacted and vesting day was 3rd March 1997. Under the Act, selected ports including Dublin were reconstructed into commercial harbour companies each operating under company law.

The new Dublin Port Company has 12 directors including a chairman nominated by the shareholders, the Minister for the Marine. The chief executive of the Company is automatically a director together with three members appointed from Dublin Corporation councillors, two worker directors and five nominated by the shareholder.



IRELAND, EAST COAST - DUBLIN (NORTH WALL)

Lat 53°21' N Long 6°13' W

TIME ZONE GMT

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

YEAR 1998

MAY		JUNE		JULY		AUGUST													
Time	m	Time	m	Time	m	Time	m												
1 0238	4-01	16 0211	3-76	1 0410	3-76	16 0333	3-83	1 0428	3-66	16 0404	4-00	1 0535	3-36	16 0556	3-79				
0833	0-75	0753	0-88	1014	1-06	0927	0-81	1029	1-13	1003	0-75	1128	1-38	1128	1-38	1152	1-18		
F 1519	3-89	Sa 1449	3-60	M 1656	3-46	Tu 1621	3-60	W 1706	3-39	Th 1655	3-69	Sa 1805	3-31	Su 1844	3-69	Sa 1805	3-31	Su 1844	3-69
2054	1-17	2017	1-08	2229	1-49	2150	1-14	2242	1-46	2225	1-11	2352	1-56	2352	1-56	2352	1-56		
2 0336	3-83	17 0259	3-66	2 0516	3-61	17 0431	3-78	2 0528	3-51	17 0506	3-90	2 0646	3-27	17 0026	1-31	2 0646	3-27	17 0026	1-31
0936	0-98	0844	0-97	1116	1-17	1032	0-86	1124	1-24	1109	0-88	1229	1-44	0714	3-71	1229	1-44	0714	3-71
Sa 1624	3-65	Su 1544	3-51	Tu 1801	3-36	W 1726	3-56	Th 1805	3-32	F 1802	3-65	Su 1911	3-31	M 1305	1-25	Su 1911	3-31	M 1305	1-25
2158	1-43	2112	1-22	2333	1-56	2256	1-22	2341	1-53	2333	1-21	1911	3-31	1955	3-76	2333	1-21	1955	3-76
3 0445	3-67	18 0354	3-58	3 0623	3-53	18 0535	3-75	3 0634	3-40	18 0618	3-82	3 0057	1-56	18 0142	1-26	3 0634	3-40	18 0618	3-82
1045	1-16	0947	1-05	1218	1-22	1138	0-88	1220	1-30	1216	0-97	0755	3-27	0827	3-73	1907	3-32	1216	0-97
Su 1734	3-48	M 1646	3-45	W 1904	3-35	Th 1833	3-59	F 1907	3-32	Sa 1910	3-68	M 1329	1-42	Tu 1413	1-22	Sa 1910	3-68	M 1329	1-42
2309	1-59	2218	1-34	2054	3-47	2038	3-81	2056	3-47	2116	3-92	2014	3-38	2101	3-90	2056	3-47	2116	3-92
4 0556	3-58	19 0457	3-53	4 0037	1-55	19 0002	1-23	4 0043	1-53	19 0043	1-24	4 0159	1-47	19 0249	1-11	4 0043	1-53	19 0043	1-24
1156	1-23	1059	1-07	0728	3-50	0646	3-78	0738	3-37	0731	3-81	0855	3-35	0934	3-81	0738	3-37	0731	3-81
M 1847	3-41	Tu 1755	3-45	1317	1-21	F 1243	0-85	1317	1-30	Su 1322	0-99	1426	1-33	1512	1-13	1317	1-30	Su 1322	0-99
		2330	1-36	2003	3-39	1938	3-68	2004	3-38	2016	3-78	2106	3-50	2200	4-05	2004	3-38	2016	3-78

DATUM OF PREDICTIONS = CHART DATUM : 0-20 METRES ABOVE ORDNANCE DATUM (DUBLIN)
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Mr. Dan Wallace, T.D. Minister of State at the Department of the Environment and Local Government presents Mrs. Bernadette Payne, Operations Manager, Alumina Chemicals Limited with the ISO 14001 (Environmental Management System) Certificate of Registration. Also included L to R, are Mr. Ray Billings, Process Foreman, Ms. Sandra Keane, Administrator, Mr. Michael Gillespie, Process Operator, Mr. Pat Mulraney, General Operator.

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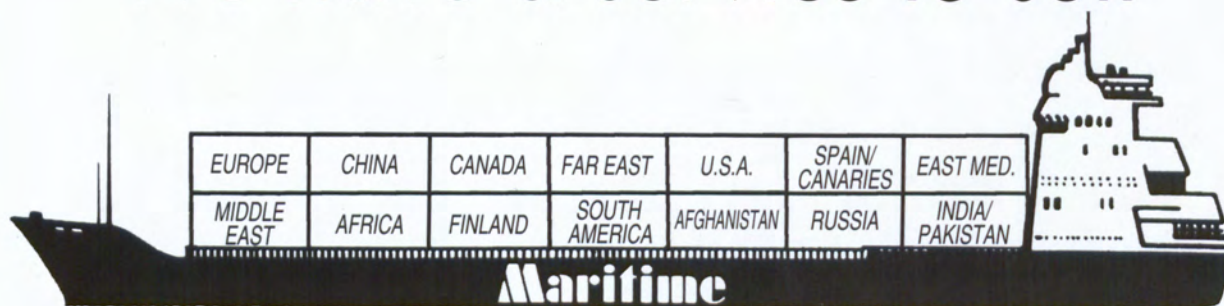
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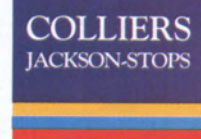
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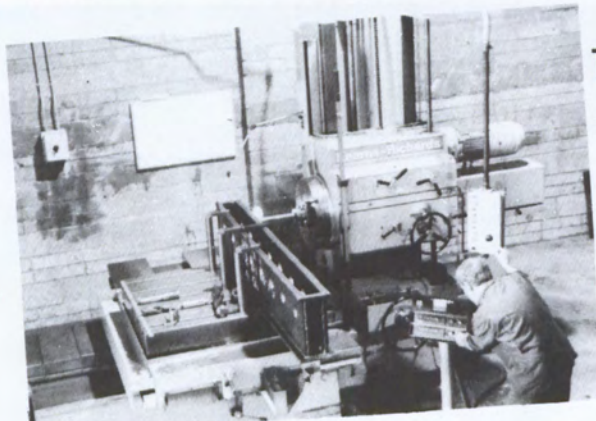
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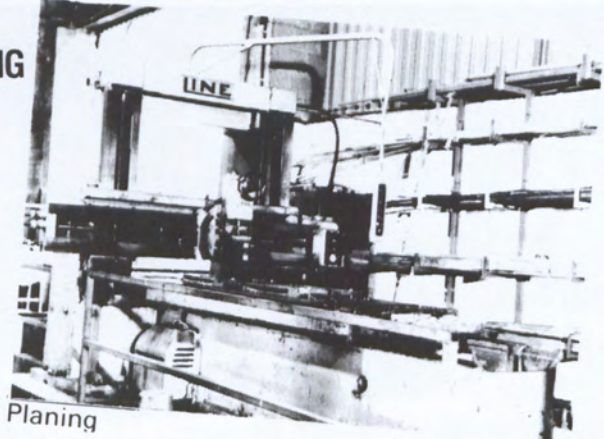
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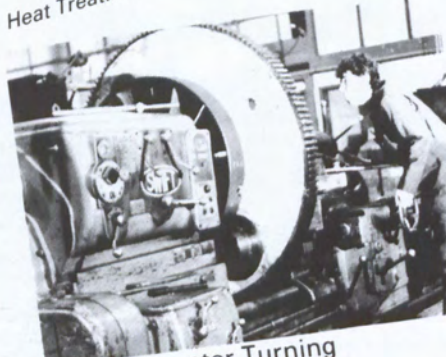
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TURNING

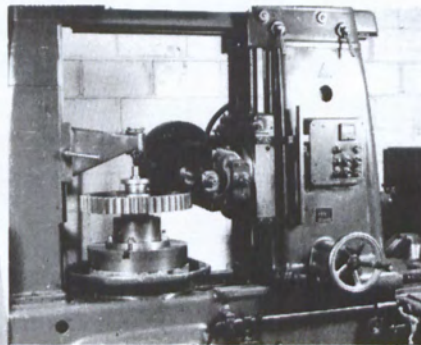


Planing

Heat Treatment

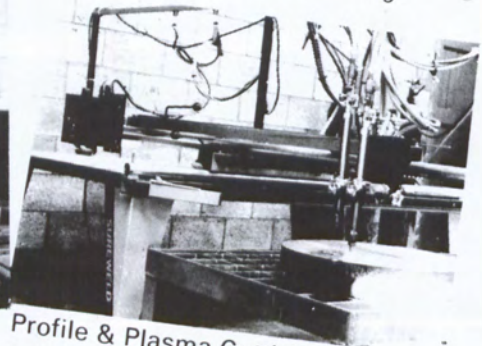


Large Diameter Turning



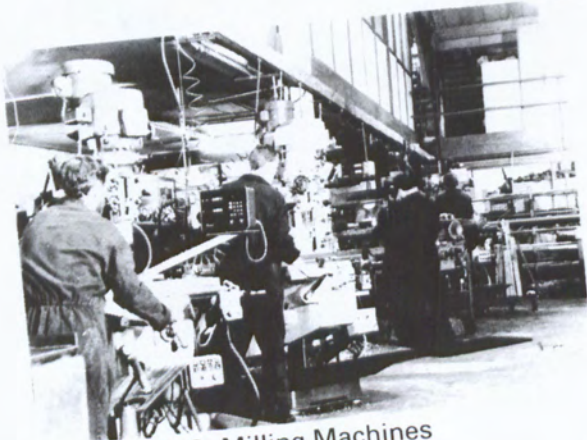
Gear Hobbing

Punching

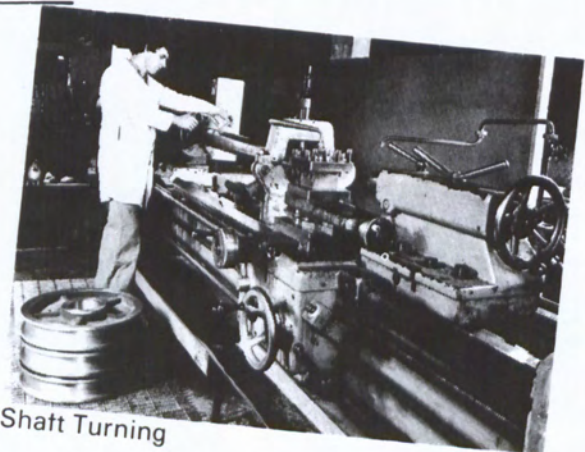


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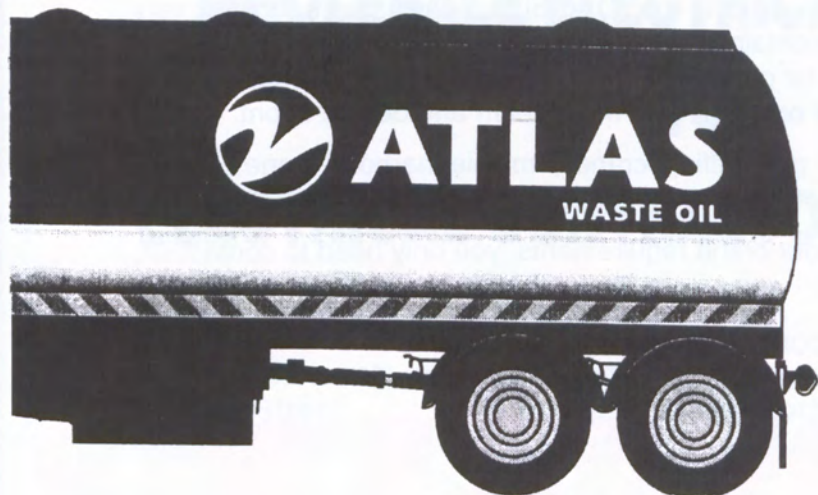


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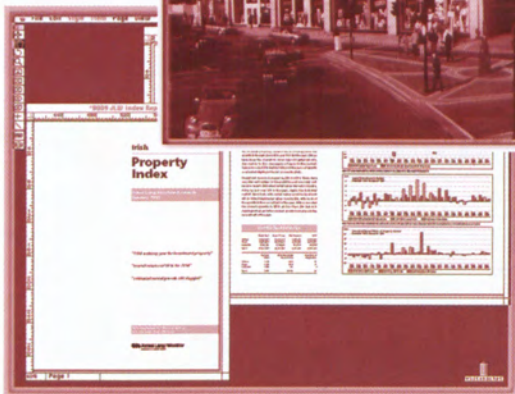
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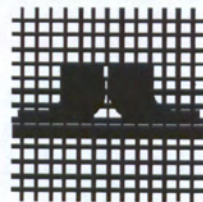
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