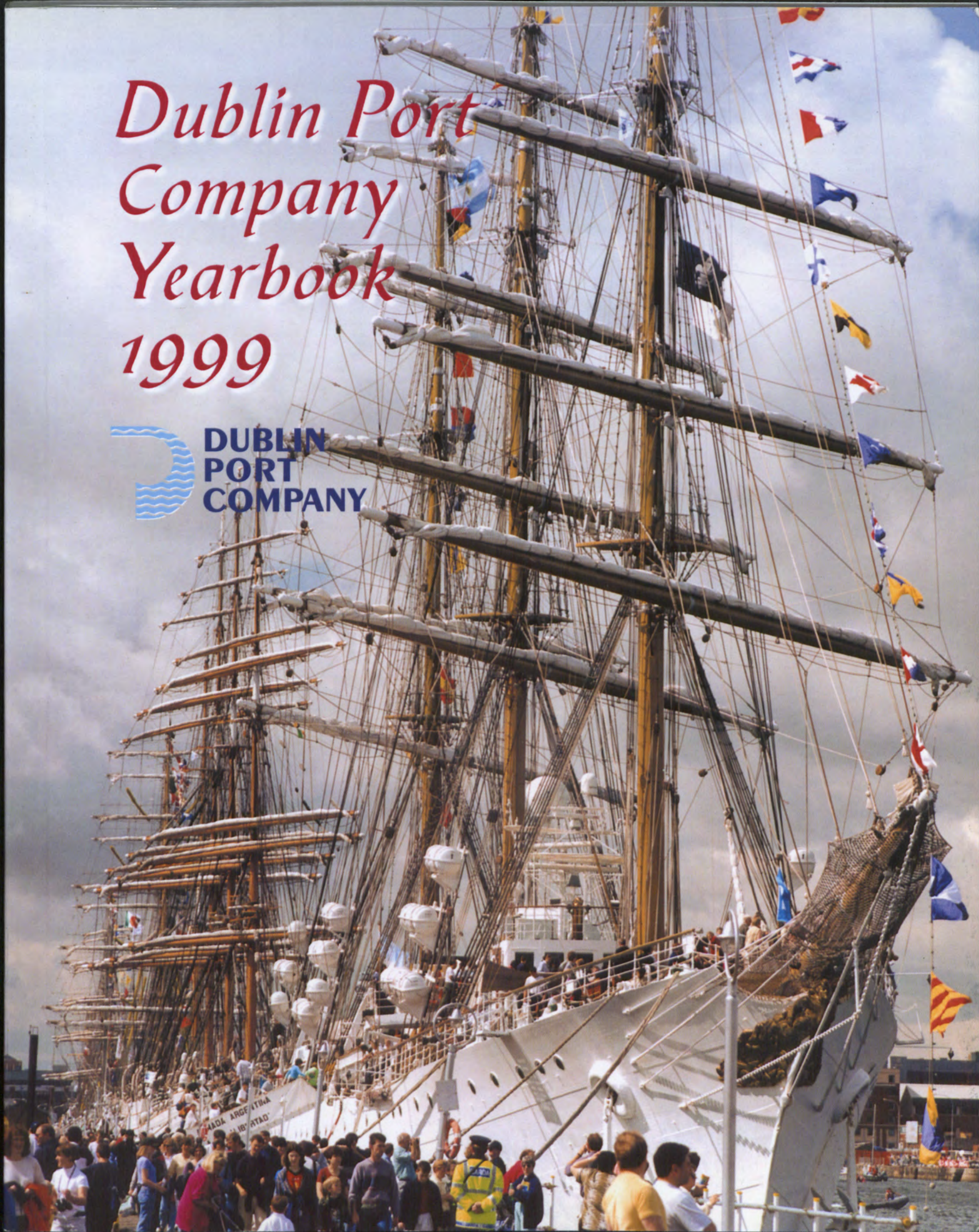


Dublin Port Company Yearbook 1999



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

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

Dublin Port Company Yearbook

~ 1999 ~



DIRECT LINES

Warehouse Stack R, Alexandra Road	8557005
Harbour Police Superintendent	8363843
Deputy Superintendent (Harbour Police)	8555620
Harbour Police, Bond Road	8363836
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	8550888/8555771
Port Yard Gate, East Wall Road	8555775
Cranes (Maintenance & Operations)	8555888

OFFICES AND SERVICES

HEAD OFFICE

Port Centre, Alexandra Road, Dublin 1.
Tel: 353 1 8550888 Fax: 353 1 8363850
Email: dubport@dublin-port.ie Website: www.dublin-port.ie

ADMINISTRATION

Telephone 8550888/8555771
Fax 8551241 Telex 32508

HARBOUR

Telephone 8550888/8555771
Fax 8553423 Telex 32508

ENGINEERING

Telephone 8550888/8555771
Fax 8550487 Telex 32508

WAREHOUSING

Telephone 8550888/8555771
Fax 8363850 Telex 32508



FAR EAST

- Express Container Service.
- Europe - Asia - Europe
- Fixed-Day Weekly Service
- Fast Transit Times
- Now Calling China Directly
- Now Calling Japan Directly



MIDDLE EAST

- Express Weekly Container Service,
- Europe - Middle East - Europe Ports
- Malta - Greece - Jeddah - Dubai - Columbia - India - Pakistan

- DEDICATED CAR CARRYING DIVISION**
- Monthly Service ex Japan to Dublin Direct



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- East Coast and South Atlantic Ports
- Fixed Day/Weekly Service
- Fast Transit Times
- All Types of Equipment Available
- Including Reefers

- Ports For Nth Atlantic
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- Ports for Sth. Atlantic
- Wilmington • Charleston • Miami
- New Orleans • Houston



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Every effort has been made to ensure the accuracy of the information contained in this Guide, but the publisher cannot accept responsibility for errors or omissions.

Published for Dublin Port Company by
Tara Publishing Co. Ltd.,
1/2 Poolbeg Street, Dublin 2.
Tel: (01) 671 9244, Fax: (01) 671 9263.

Advertising Consultant: Tony Murphy.
Advertising Executive: Beth Murrain

Printed by Future Print
Design, Origination and
Separations by,
Rooney Graphics,
14 Hawkins Street, Dublin 2.
Tel: (01) 679 1943 Fax: (01) 679 0486.
E-Mail: rooneygx@iol.ie

Photography for this year's
book has been provided by:
Denis Bergin Photography,
3 Wilton Place, Dublin 2.

Additional Photography:
Pat Flaherty

Foreword

1998 - Progress & Development

Last year I heralded the beginning of a new dawn for the Port and its customers with the incorporation of Dublin Port Company Ltd.

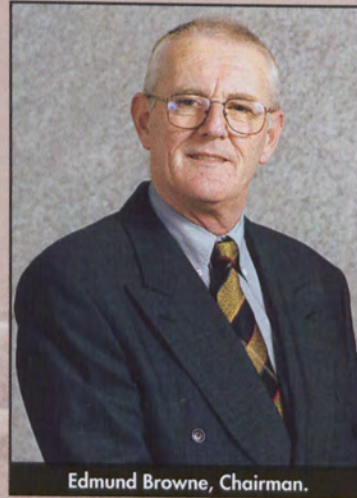
1998 has lived up to expectations and it has been the most significant year yet in the long history of the Port and most encouraging in the short life of the new Company.

We are determined to be a centre of excellence in the provision of services to our customers. Consequently, we are successfully improving our capacity to respond flexibly and to adapt innovatively and quickly to their evolving needs. We remain deeply aware of the Port's ongoing pivotal responsibility to the economic well being of the Nation.

Over the past five years more than £75m in Dublin Port, EU and Private Sector monies have been invested in Port infrastructure and facilities. Such ongoing investment is a measure of the Company's commitment to serve Ireland's foreign trade well into the next century.

As Chairman of the premier port on the island I was honoured on the 2nd November to join with the Management teams from Coastal Line Container Terminals, Iarnrod Eireann and Dublin Port Company in welcoming An Taoiseach, Mr. Bertie Ahern TD, who conducted the official inauguration of the new rail service from the Coastal terminal in Dublin Port to Cork city.

In August the Port was host to the final leg of the Cutty Sark Tall Ships Race. For a few days the former docks area was reborn. Memories were rekindled of the glorious days of sail and the city played host to hundreds of thousands of visitors from near and far. Following on from the spectacular success of this initiative Dublin Port Company received three major awards for its work in hosting the event.



Edmund Browne, Chairman.

The delay in making a start in the building of the Dublin Port Tunnel continues to be a worrying 'black-spot' in the Company's record of progress. It is essential that this dedicated corridor for use by the more than 800,000 vehicles operating through Dublin Port is completed without further delay. Congested city streets need to be handed back to the communities they were built to serve. The Tunnel will add to the quality of life of the people of Dublin while supporting the business interests of Dublin Port and the economic well being of the Nation. I commend the members of Dublin Corporation and its officials for their vision in turning this vital infrastructure project from proposal to reality.

In conclusion, I am happy to assert the continuing commitment of Directors, Management and employees of Dublin Port Company in seeking to ensure the best possible service to our customers and to all who are directly or indirectly interested in the Port.

Edmund D. Browne
CHAIRMAN

1998 - Number One Port on the Island

The remarkable growth in trade at Dublin Port continues as we approach the end of the millennium. Figures for 1997 were the highest ever achieved by any port on the island and the throughput for 1998 shows a further 10% increase.

The targets set out by Government for the combined ports in receipt of EU funding up to 1999 have been achieved. Dublin Port has on its own more than contributed its share towards reaching those targets with substantial increases in both cargo and passenger traffic combined with significant price reductions.

Ro/Ro
Dublin Port handles all modes of transporting goods by sea and unitised traffic comprises over 70% of its trade. The ro/ro mode now accounts for 53% of the Port's total throughput. Four companies, Irish Ferries, Merchant Ferries, P & O European Ferries (Irish Sea) and Stena Line offer up to 90 ro/ro sailings per week between Dublin and the UK.

Lo/Lo
The lo/lo trade is handled by Coastal Line Container Terminals, Dublin Ferryport Terminals and Marine Terminals Ltd. Figures for this mode in 1998 show an increase of 11% over the previous year. An Taoiseach, Mr. Bertie Ahern TD, recently officially opened the new rail connection at the Coastal

Terminal by which freight is now carried on trains between Dublin and Cork. This is a very significant development as containers are being taken off the already busy roads. The operation is also linked to Liverpool which is itself a vital link for us with the UK and Mainland Europe.

Passengers

Passenger traffic between Ireland and the UK has increased greatly in recent years. Dublin Port Company, in anticipation of this increase, undertook a IRE15m development at Ferryport. This project which was part-financed by the EU Interreg Fund was completed in 1998. Our new multi-user terminal with efficient handling and check-in facilities was officially opened by an Taoiseach, Mr. Bertie Ahern TD, on 26th January 1998.

A 32% increase in passenger numbers was achieved in 1998 and over one million passengers were accommodated by the end of September alone. Passengers can now enjoy state-of-the-art facilities on the most modern passenger vessels.

Irish Ferries and Stena Line both operate services to Holyhead and in 1999 Irish Ferries will introduce a high speed ferry which will complement the Isle of Inishmore which currently services the route. During 1998, Sea Containers introduced a Super SeaCat service on the Dublin Liverpool route, and hope to introduce a newer



Enda Connellan, Chief Executive

vessel in 1999, with increased sailings. Merchant Ferries will introduce a new Liverpool service in early 1999. It will be operated by two brand new Ro/Pax vessels providing both passenger and freight services. We are delighted to be associated with these customers and with their commitment to the comfort and safety of passengers who use Dublin Port.

Funding

I would like to place on record our appreciation to the European Commission and to the Department of the Marine and Natural Resources for their part in obtaining funding for Irish ports. This has resulted in the opportunity to provide not only the most modern of facilities but also at competitive prices. We are proud, in Dublin Port Company, of the facilities being provided by the port and are grateful to the response by our customers which has led to Dublin's premier position in the league table of Irish ports.

Safety

The safety of mariners and port users alike is of paramount importance. A new Vessel Traffic

System (VTS) - largely funded by EU Cohesion Fund - is now in operation and approaches to the port are regulated in a clearly defined manner.

Customers

During 1998 we commissioned a customer survey as part of the continuous process of providing for our customers the service which they require and deserve.

"Our mission is to be the best customer-centred medium sized port in Europe. We will enhance our competitiveness, anticipate and respond to future customer needs and continually improve the quality and affordability of our services with due care for the natural environment. Safety is, and will continue to be our overriding concern.

By operating in this way we will provide the greatest benefits for our customers, staff, shareholders, suppliers and the local communities thereby contributing to national economic progress and earning the right to grow."

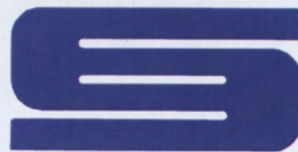
To our staff at every level, I acknowledge that the success of Dublin Port Company could not be achieved without your commitment and expertise. I look forward to the year of 1999 and to the continued success of Dublin Port Company in its service to the community.

Enda P. Connellan
CHIEF EXECUTIVE

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I.S./ISO 9002/EN 29002

Dublin Port Company Management Team



Jerry Killeen
Financial Controller/Secretary



Enda Connellan
Chief Executive



Joe Jones
Assistant Chief Executive



Brian Torpey
Chief Engineer



Capt. Bob Wiltshire
Harbour Master



Tom Moroney
Personnel Manager

Directors



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



Reconstruction of Board
under Harbours Act 1996
Dublin Port Company

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,





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is expected to
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CALOR GAS, LONG MILE ROAD, DUBLIN 12.

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.

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.

Docks are currently leased to Harris Pye Dry Docks Ltd.,

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

specialists in ship repair, engineering and afloat work.
Tel: (01) 8557204
Fax: (01) 8557190.

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.

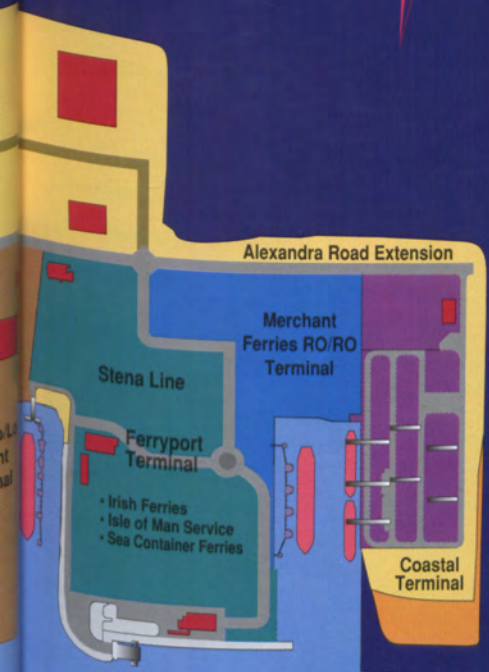
Dublin Ferryport Terminals
Coastal Container Lines Ltd.
Dublin Port Stevedores Ltd.
Marine Terminals Ltd.
Poolbeg Stevedoring Ltd.
Portroe Ltd.
P&O European
Ferries (Irish Sea) Ltd.
Merchant Ferries Ltd.
Ro/Ro Services



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 P&O European Ferries
-  Map No.7 Alexandra Quay West
-  Map No.8 Alexandra Quay East
-  Rest of Port Estate



Fairway

Great South Wall

Pigeon House Harbour

Dublin Corporation Sewage Treatment Works

E.S.B. Poolbeg Generating Station

Ringsend Nature Park



Lift On / Lift Off

Dublin Port has three dedicated Lo/Lo Terminals operated by:

- Marine Terminals Ltd (MTL)
- Dublin Ferryport Terminals (DFT)
- Coastal Line Container Terminals

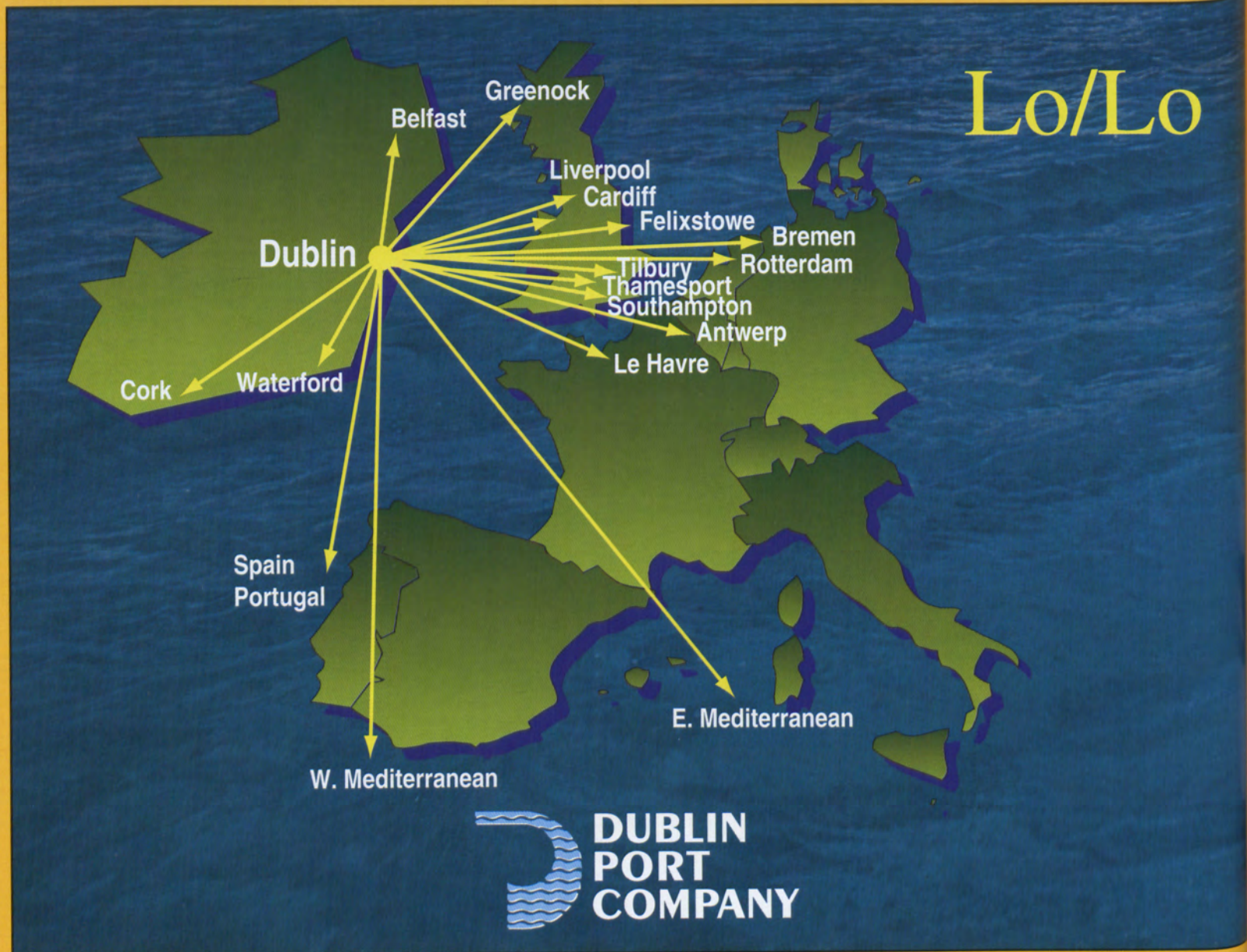
Common User Terminal

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:

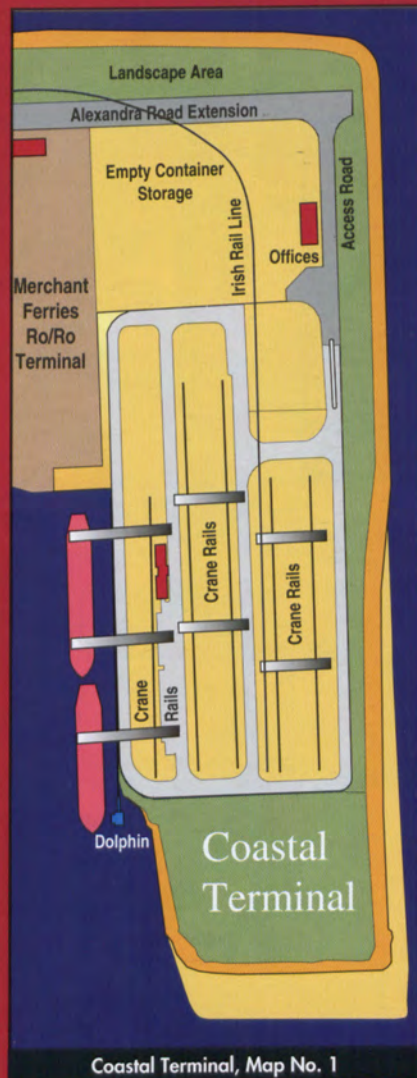
- Dublin Port Stevedores Ltd.
- Poolbeg Stevedoring Co. Ltd.
- Portroe Stevedores Ltd.



Coastal Line Container Terminals Ltd.

The Coastal Line Container terminal 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 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.



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:	4 x 30 tonnes rail mounted Goliath cranes
Area:	6.0 hectares

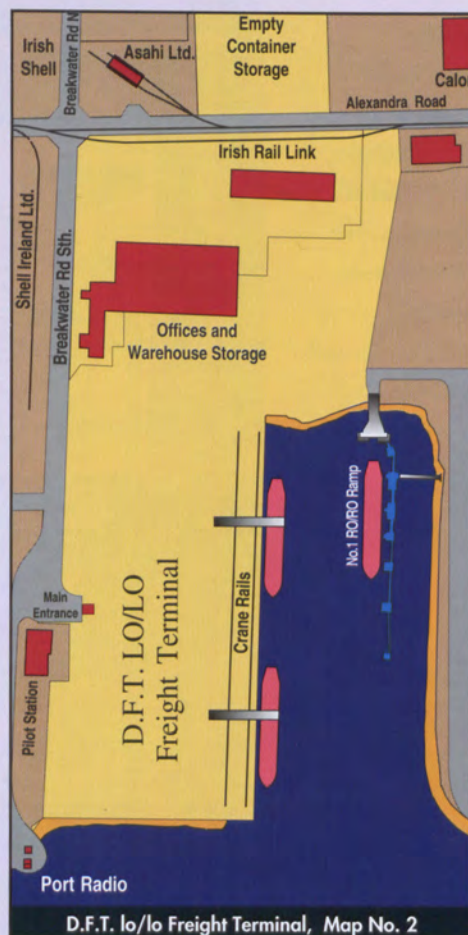
Dublin Ferryport Terminals (DFT)



DFT terminal 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-Handling Equipment:	7 straddle carriers 3 x 12 tonnes fork-lift trucks
Reefer Points:	100 units
Area:	14 hectares

Marine Terminals Ltd. (MTL)

MTL terminal is 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 area of 13 hectares.

A development programme is currently in progress which involves further enhancement of the terminal to provide deep berthage for container vessels to 12.2m draft. This development is part funded by EU Cohesion Fund.



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 Kalmar reach stackers
Reefer Points:	112 units
Area:	13 hectares



Roll On / Roll Off

Dublin Port offers the following dedicated ro/ro terminals:

- Ferryport Terminal
- Merchant Ferries Terminal
- P&O European Ferries (Irish Sea) Terminal

Ferryport Terminal

Operators

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

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 four operators using Ferryport - Irish Ferries, Stena Line, Isle of Man Steam Packet Co., and Sea Containers.

A IR,£15 million development at Ferryport was completed in 1998. This 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.

Irish Ferries

Irish Ferries operates from the Ferryport Terminal with a twice daily service to Holyhead which will increase to six sailings per day in 1999.



In June of this year the company will take another major step forward in the development of their Central Corridor services to Britain with the introduction of a new high-speed 'fast ferry' service between Dublin Port and Holyhead.



The all new aluminum-hulled vessel has capacity on board for 800 passengers and 200 tourist cars. With its introduction in June Irish Ferries will benefit from a 75% increase in passenger capacity and a 50% increase in car carrying capacity on the Dublin - Holyhead route.

The new fast ferry, which will operate alongside the existing new cruise ferry 'Isle of Inishmore' will cut the voyage time from Dublin to Holyhead to 109 minutes and enable the company to increase sailings frequency on the route up to six sailings per day in each direction.

The beneficial results of this investment in terms of increased tourist carryings into and out of



Dublin was recognised recently when Dublin Tourism presented Irish Ferries with the Supreme Award and the Transport Category Award in their 'Business Through Tourism in Dublin Awards' competition.

Sea Containers

Sea Containers' position on the routes to Liverpool and the Isle of Man continues to go from strength to strength.

Expansion has been the hallmark of the company. Following on quickly after the introduction of a passenger service to Liverpool in 1997, the fast craft SuperSeaCat Two entered service on March 12th 1998, cutting the crossing time down to three hours and 50 minutes. The arrival of this sleek new craft also saw the number of sailings double with her ability to offer two round trips daily.

The new SuperSeaCat service, which begins in March 1999, will benefit from a number of modifications designed to further enhance passenger comfort on the Irish Sea. These include the capability to carry four 12 metre

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



coaches, an improved ride control system for extra stability and a much larger food preparation area.

Sea Containers' Isle of Man Steam Packet service, operated in 1997 by the SeaCat Danmark, has once again

enjoyed a busy season on the traditional route to Douglas. Following the sale of the conventional ferry King Orry, December saw the maiden arrival of the new purpose-built Ben-my-Chree. The Dutch built ro-pax vessel will be used on selected sailings in 1999.



Irish Ferries, Isle of Man Service, Sea Container Ferries Map No. 4

Stena Line

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



18,500 gross tonnes Stena Challenger which boasts 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 onboard accommodation.

In response to customer demand, the daylight sailing hour was brought forward by one hour and now departs from Dublin at 0900 hours. This ensures that Stena Line can offer the first departure from Dublin and the earliest arrival into Holyhead each day.

Major developments are underway and there will be a new Freight Terminal Building opening during the Spring of 1999. Facilities at the new terminal will include showers, toilets, drivers restroom with television and of course a new Stena Line Freight Enquiry office.

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



Merchant Ferries Terminal

Merchant Ferries, from its terminal at Alexandra Road Extension, offers four sailings per day to the UK.

In January 1999 the company launched its new Liverpool service. The service is operated by two brand new Ro/Pax vessels which will provide both ro/ro and passenger services.

Merchant Ferries will continue its freight only service to Heysham and in conjunction with the Liverpool service will have a total of

twenty four weekly departures from its dedicated terminal.

The terminal, which is serviced by the No. 7 ramp, was further extended in 1998 to 200m in order to accommodate the arrival of the new ferries.

Featuring many state-of-the-art facilities, including an automatic camera based checking-in procedure and driver rest areas and showers, the Merchant Ferries Terminal is well positioned to handle the increased volumes in 1999.



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

TERMINAL DETAILS

No. 7 Ramp

Length of Berth:	200m
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)



P&O European Ferries (Irish Sea) Ltd. Terminal

P&O European Ferries (Irish Sea) Ltd. (P&OEF) operates from its terminal at North Wall Extension offering three sailings per day on the Dublin - Liverpool route.

P&O European Ferries (Irish Sea) Ltd. is a new name with a long tradition. It is a dedicated freight ro/ro shipping line and all vessels on the routes service both the driver accompanied and unaccompanied market.

In addition to these markets P&OEF provides a flexible and efficient alternative shipping option for tank and container operators. The company has a fleet of maafi trailers and reachstacker container handlers.

The terminal has direct access onto the main road

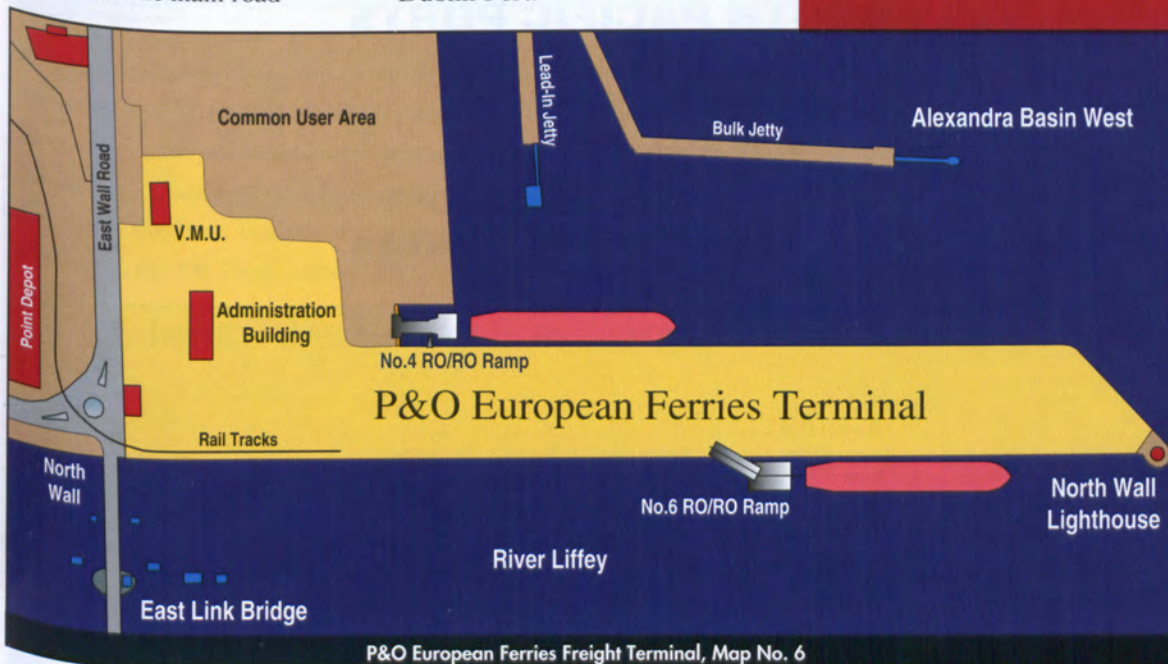
system and can accommodate long and wide loads. With new computerised booking systems and cab high check-in booths, drivers experience a fast and efficient service.



With the welcome return of the European Leader to run opposite the European Envoy drivers can enjoy "cruise liner" facilities on a freight dedicated service. This increased shipping capacity coupled with an effective marketing plan has seen an increase in throughput of cargo through Dublin Port.

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)
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



ANDREW WEIR AGENCIES (IRELAND) LTD.

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ex Dublin

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to and from

BILBAO

with

Rail connection to all Spanish destinations

ELLERMAN

to and from

LISBON **LEIXOES (PORTO)**
MALTA **LIMASSOL**
SALERNO **PIRAEUS**
ASHDOD **HAIFA**
PALERMO

With Transhipment to other Mediterranean ports

as well as the following

ELLERMAN

(DEE SEA TRADE)

to and from

EAST AFRICA **RED SEA**
ARABIAN GULF **INDIA**
PAKISTAN

BANK LINE

UNITED BALTIC CORPORATION

to and from

SOUTH PACIFIC PORTS

to and from

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with through cargo for

C.I.S. and Baltic States

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Contact:

ANDREW WEIR AGENCIES (IRELAND) LTD.

Conway House, East Wall Road, Dublin 3.

Telephone: 01-8552644 Fax: 01-8557234 Telex: 33297

Email: aweir agencies@tinet.ie

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 liquified 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.



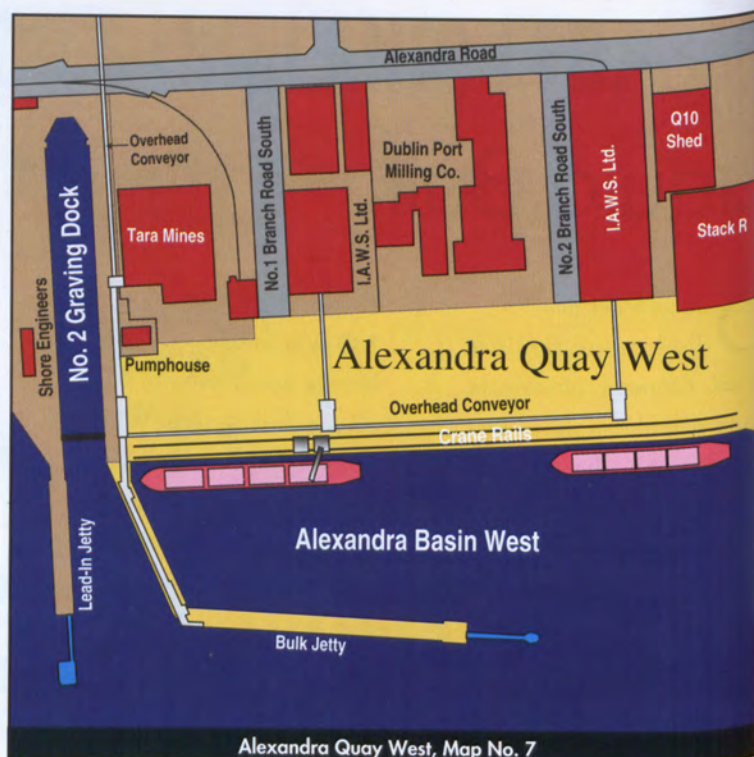
Dry Bulk

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



Alexandra Quay West, Map No. 7

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.



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

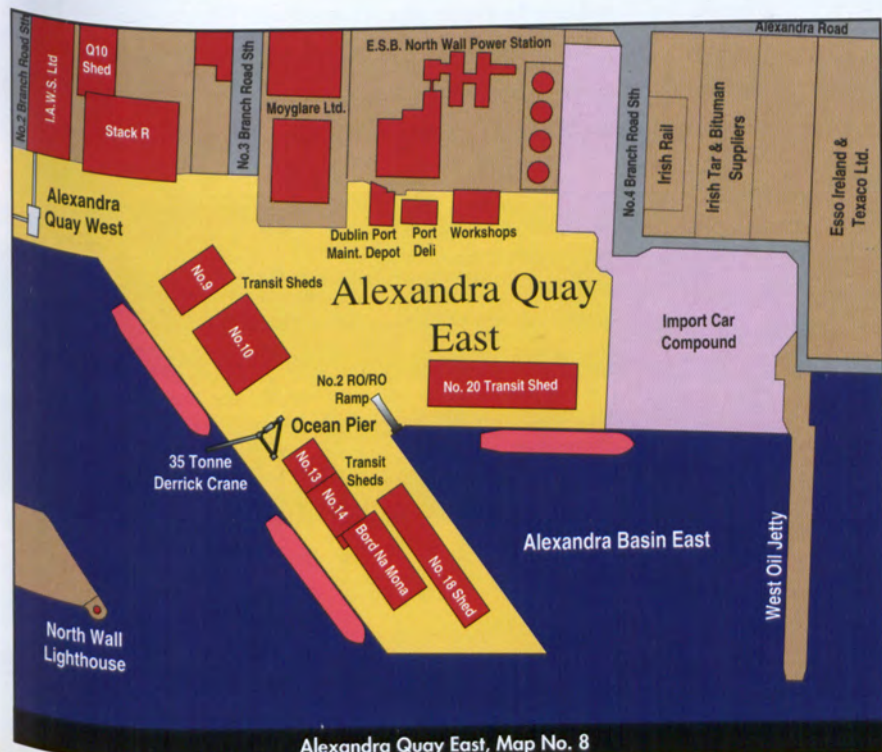
Length of Berth:	360 metres
Depth at L.A.T.	9.6 - 10.3 metres standard
Cranes	1 x 10 tonnes grab and hopper 3 x 4 tonnes capacity

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 approximately 1% of total port throughput in weight terms.

This mode is catered for in several locations, mostly on the north side of the River Liffey.

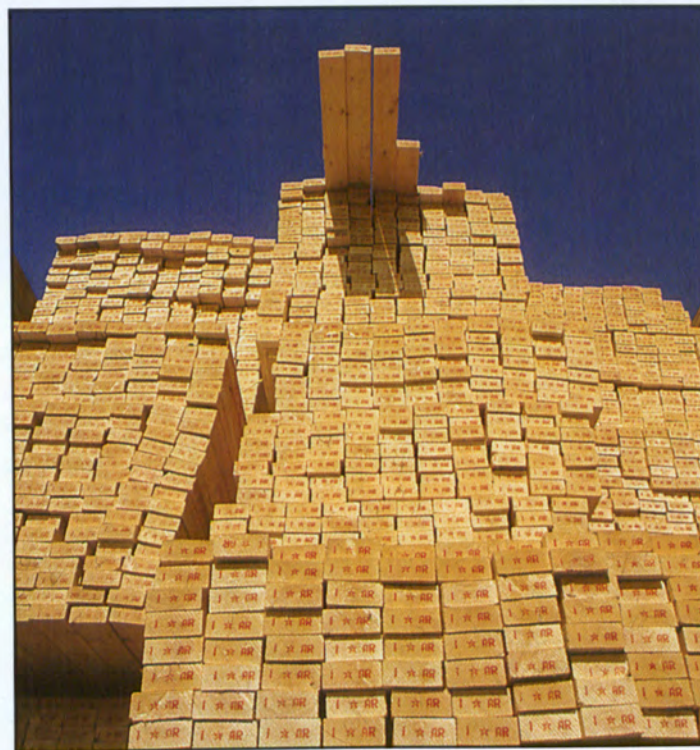
Storage:
12,500 sq.m of shed space and extensive open areas available. In addition, an area of 4.4ha. is



dedicated to the storage of imported trade cars and commercial vehicles.

equipped with modern handling facilities, supported by computerised information systems, to handle future growth in all bulk and break bulk cargoes.

Dublin Port is committed to provide adequate infrastructure



and 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

Passengers / Tourism

Dublin, Ireland's capital and busiest port, offers all you would expect of an international city. It is a vibrant place to visit and a world class city steeped in culture, history, architecture, scenic beauty, excellent shopping facilities and entertainment. Dublin city, although small and compact, is as sophisticated as any other metropolis but still remains as intimate as a village and as friendly as a pub.

Dublin Port is within two kilometres of the centre of the city and in 1998 well over one million passengers passed through the port.

Passenger Ferries

Dublin Port is Ireland's gateway to the UK and plays host to five major passenger ferry companies which provide up to 13 sailings per day to the UK.

In 1998 a new multi-user passenger terminal building was officially opened at Ferryport. This passenger terminal is a state-of-the-art building with efficient handling and check-in facilities and is part of an overall IR£15 million development. The project, which was 50% part funded by the ERDF under the Interreg II Ireland/Wales Programme ensures that the vast number of passengers passing through the Port enjoy facilities to the best industry standards.



The following ferries operate in Dublin Port:

Irish Ferries (Dublin - Holyhead) Twice Daily*
Booking Office PH: (01) 6610511

Stena Line (Dublin - Holyhead) Twice Daily
Booking Office PH: (01) 2047777

Sea Containers (Dublin - Liverpool) Twice Daily
Booking Office PH: 1800 551743

Merchant Ferries (Dublin - Liverpool) Twice Daily
Booking Office PH: (01) 8551551

Isle of Man Steampacket Co. (Dublin - Douglas) April - November
Booking Office PH: 1800 551743

* A new high speed 'fast ferry' will be introduced on the route in June 1999. This ferry will operate alongside the Isle of Inishmore and will increase the sailings to up to six per day.





MERCHANT FERRIES

BELFAST FREIGHT FERRIES



DUBLIN

Tel: +353 (0) 1 855 1551 Fax: +353 (0) 1 855 1747

LIVERPOOL

Tel: +44 (0) 151 955 4000 Fax: +44 (0) 151 955 4081

BELFAST

Tel: +44 (0) 1232 770112 Fax: +44 (0) 1232 781217

HEYSHAM

Tel: +44 (0) 1524 855018 Fax: +44 (0) 1524 852527

IRISH SEA FREIGHT & PASSENGER SERVICES





distance is even less as they can berth in the River Liffey almost in the centre of the city. Dublin Port provides a welcoming Irish band to play the passengers ashore, and this is only the start of a very warm greeting.

Dublin is a truly world class city in its own right and can offer passengers history, entertainment, culture, scenic beauty as well as the famed hospitality of Dubliners themselves. Passengers are able to indulge in scenic tours, city tours, shopping expeditions, pub crawls or whatever takes their fancy. The city is bustling with colours and sights, providing an irresistible contrast to the



beautiful countryside of the surrounding counties.

All the major cruise companies operate into Dublin and many would have more than one ship calling. This underlines the popularity of Dublin with cruise companies and its passengers.

Tall Ships

In August last year the Cutty Sark Tall Ships came to Dublin for the final leg of the 1998 race. Seventy five sailing

vessels graced the quaysides between the Talbot and East-link bridges for four days creating a spectacular and memorable sight. This event attracted approx. one million visitors from all parts of Ireland and beyond, to the capital city. Dublin Port Company, was proud to support and attract this event to Dublin and has received three prestigious awards for its efforts.



Cruise Line Operations

In 1998 Dublin Port continued to be the most popular cruise destination in Ireland with a total of 39 calls, carrying 25,000 visitors. Cruise line traffic is becoming increasingly significant as far as Dublin Port Company is concerned.

Dublin is ideally placed in the heart of the Irish Sea and is a must for any cruise ship in the area. Dublin Port is only 2km from the city centre and for smaller cruise vessels the

Scheduled Services from Dublin Port



IRISH SEA

Port	Weekly Frequency	Service	Line/Agent
Liverpool	18 sailings	Ro/Ro	P & O European Ferries
	6 sailings	Lo/Lo	Eucon + Coastal
	14 sailings	Pax & Cars	Sea Containers
	12 sailings	Pax & Cars	Merchant Ferries
Holyhead	14 sailings	Ro/Ro	Irish Ferries
	13 sailings	Ro/Ro	Stena Line
Felixstowe	1 sailing	Lo/Lo	Seawheel
	1 sailing	Lo/Lo Feeder	J. Scott & Co.
Southampton	2 sailings	Lo/Lo Feeder	J. Scott & Co.
	1 sailing	Lo/Lo Feeder	Seawheel
	2 sailings	Lo/Lo	B.G. Freight
Thamesport	1 sailing	Lo/Lo Feeder	J. Scott & Co.
	1 sailing	Lo/Lo	B.G. Freight
Cardiff	3 sailings	Lo/Lo	Coastal Line
Heysham	12 sailings	Ro/Ro	Merchant Ferries
Douglas	2/3 sailings (Seasonal)	Pax. & Cars	Isle of Man Steampacket Co.
Greenock	1 sailing	Lo/Lo	Coastal Line
	1 sailing	Lo/Lo	Seawheel
Tilbury	1 sailing	Lo/Lo Feeder	J. Scott & Co.
Belfast	1 sailing	Lo/Lo	B.G. Freight
Cork	2 sailings	Lo/Lo	B.G. Freight
Waterford	1 sailing	Lo/Lo	B.G. Freight

EUROPEAN (ALL LO / LO)

Country	Port	Weekly Frequency	Line/Agent
Belgium	Antwerp	2 sailings	B.G. Freight
		2 sailing	Dublin Maritime
		2 sailings	Eucon
	Zeebrugge	1 sailing	B.G. Freight
France	Le Havre	3 sailings	Eucon
		2 sailing	J. Scott & Co.
Netherlands	Rotterdam	5 sailings	Seawheel
		3 sailings	Eucon
		3 sailings	Dublin Maritime
		2 sailings	J. Scott & Co.
		4 sailings	B.G. Freight
Poland	Szczecin	1 every 2 weeks	R.A. Burke

New high-speed 'fast ferry' service will be introduced onto the Holyhead route by Irish Ferries in Summer 1999.

EUROPEAN (ALL LO / LO)

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



Now, one name shows the way on the Irish Sea.



Now one shipping company shows the way from Ireland to Britain and the Continent- the newly formed P&O European Ferries (Irish Sea) Limited.

With more ships, more routes, greater capacity, versatility, experience and expertise, it makes more sense than ever for you to make P&O European Ferries your number one choice across the Irish Sea to Britain and Continental Europe.

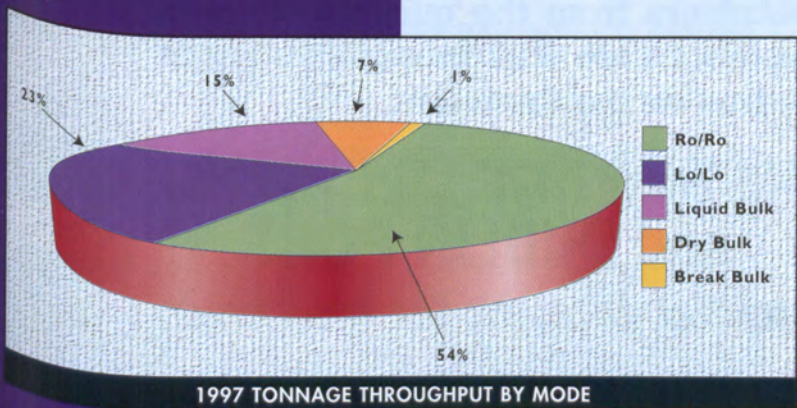
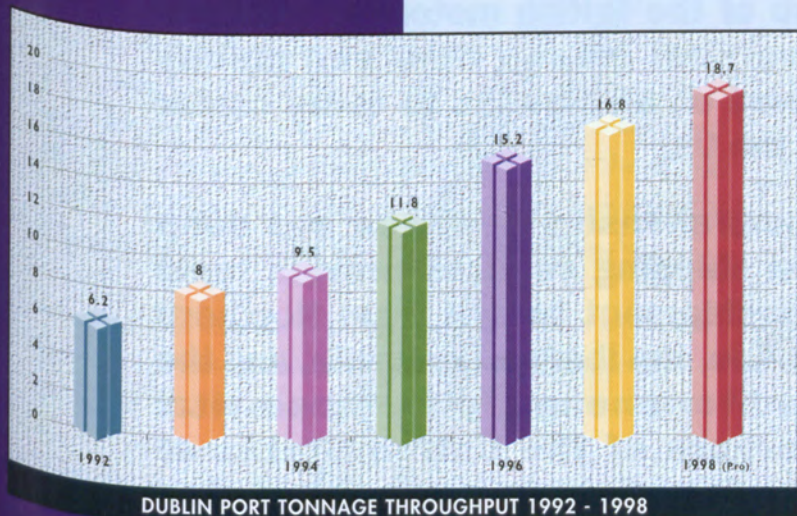
P&O 
European Ferries

DUBLIN TEL: (01) 8557001 • LARNE TEL: (08) 01574 872200 • FLEETWOOD TEL: (0044) 1253 615700

Statistics 1997

Dublin was the busiest port in Ireland in 1997, with a record throughput of 16.8m tonnes. The unitised trade accounted for 77% of the total throughput.

The projected throughput for 1998 is 18.7m tonnes.



THROUGHPUT BY MODE JANUARY - DECEMBER 1997

Gross Tonnes - Inwards

	Ireland	U.K.	Other EU	Non EU	Total
Liquid Bulk	57,546	2,260,242	145,366	54,650	2,517,804
Dry Bulk	-	107,119	216,145	462,574	785,838
Break Bulk	-	10,053	99,955	104,273	214,281
Lo/Lo	4,254	760,395	1,365,600	21,916	2,152,165
Ro/Ro	-	4,801,601	70,694	68,509	4,940,804
TOTALS	61,800	7,939,410	1,897,760	711,922	10,610,892
% Share	1%	75%	18%	7%	100.0%

Gross Tonnes - Outwards

	Ireland	U.K.	Other EU	Non EU	Total
Liquid Bulk	-	-	-	-	-
Dry Bulk	-	22,678	396,955	45,845	465,478
Break Bulk	-	-	26	5,977	6,003
Lo/Lo	9,573	564,243	1,080,087	40,857	1,694,760
Ro/Ro	44	3,992,882	22,199	2,867	4,017,992
TOTALS	9,617	4,579,803	1,499,267	95,546	6,184,253
% Share	0.16%	74%	24%	2%	100%

Gross Tonnes - Inwards and Outwards

	Ireland	U.K.	Other EU	Non EU	Total
Liquid Bulk	57,546	2,260,242	145,366	54,650	2,517,804
Dry Bulk	-	129,797	613,100	508,419	1,251,316
Break Bulk	-	10,053	99,981	110,250	220,284
Lo/Lo	13,827	1,324,638	2,445,687	62,773	3,846,925
Ro/Ro	44	8,794,483	92,893	71,376	8,958,796
TOTALS	71,417	12,519,213	3,397,027	807,468	16,795,125
% Share	0.43%	74.5%	20.2%	4.8%	100.0%

DUBLIN



LIVERPOOL THE VITAL GATEWAY FOR IRISH TRADE

**with UK, Europe
and beyond**

Contact the Marketing
Department, The Mersey
Docks and Harbour
Company, Maritime Centre,
Port of Liverpool L21 1LA.
Tel: 0044 151 949 6000
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 2000 will speed-up the transit time between Liverpool and Dublin for Irish Sea ro-ro ferries. The terminals 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 and 7 Part II (ordinary tonnage rates).

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	

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

East Point



750,000 sq ft state of the art workspace bringing jobs and prosperity to the north City and Dublin Port.

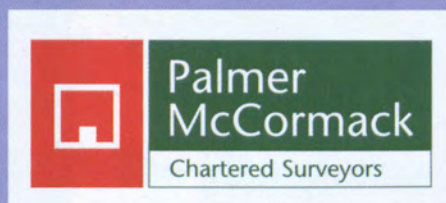
“Headquarters to Kindle Banking Systems, AOL - Bertlesmann, Oracle, Sun Microsystems, SAP, Quintiles, Digital, United Airlines, Lufthansa and others.”



Sale or Letting Enquiries:



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Fax: +353 - 1 679 5147



Tel: +353 - 1 418 5800
Fax: +353 - 1 478 4553



Tel: +353 - 1 633 3777
Fax: +353 - 1 671 5156

PART III

EXCEPTIONAL TONNAGE RATES

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

- a. 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, Transshipped, 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 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.
- That the goods are exported in the same form and, if imported in packages, in the same packages as they arrived.
- That the goods remain the bona fide sole property of the same person throughout.
- 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	£1.39
02 Dairy products and birds' eggs	
Dried Milk	£1.39
Other items	£2.59
03 Fish, crustaceans and molluscs and preparations thereof	£1.85
04 Cereals and cereal preparations	£1.05
05 Vegetables and Fruit	
Vegetables	£1.39
Fruit, fresh, dried, nuts	£1.85
Fruit and nuts prepared, preserved, juice, jams, purees, other items	£2.59
06 Sugar, sugar preparations & honey	
Sugar, raw, refined	£1.46
Molasses and Vinasses	£1.05
Other items	£2.59
07 Coffee, tea, cocoa, spices and manufactures thereof	
Tea	£2.95
Chocolate	£2.59
Other Items	£1.85
08 Feeding stuff for animals (excluding unmilled cereals)	£1.05
09 Miscellaneous edible products and preparations	£2.59
10 Passengers embarking/disembarking	30p

Beverages and Tobacco

11 Beverages	
Spirits, Wines and Cordials	£2.59
Other items	£1.59
12 Tobacco and tobacco manufactures	
Manufactures	£2.95
Other items	£1.85

Crude Materials, Inedible, Except Fuels

21 Hides, skins and furskins, raw	£1.46
22 Oil seeds and oleaginous fruit	£1.27
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	
Machinery and Transport Equipment		94 Animals - Live - Zoo	£1.22 each	
71 Power generating machinery & equipment	£2.39	95 Military		
73 Metalworking machinery	£2.39	Arms, Ammunition and Equipment	£2.93	
74 General industrial machinery and equipment n.e.s. and parts, n.e.s.	£2.39	96 Coin - not legal tender	£2.93	
75 Office machines & automatic data processing equipment	£2.39	97 Gold	£2.93	
76 Telecommunications and sound recording, reproducing equipment	£2.93	Tourist Traffic		
77 Electric machinery, apparatus & appliances, n.e.s. and parts	£2.39	98 Motor Cars	£1.55 each	
78 Road vehicles (excluding laden/empty vehicles engaged in Ro/Ro traffic. See Divs. 98/99)	£4.64	Motor Cycles	£1.55 each	
Passenger motor cars	£2.93	Trailers	£1.55 each	
Other road vehicles	£1.85	Caravans	£3.12 each	
79 Other transport equipment		Dormobiles/Mini Buses	£3.12 each	
Miscellaneous Manufactured Articles		Coaches and Buses	£7.25 each	
81 Sanitary, plumbing, heating, lighting, fixtures & fittings, n.e.s. sanitary etc. are of ceramic material.	£1.58	Lo/Lo Containers & Flats		
Other items	£2.39		Loaded	Empty
82 Furniture and parts thereof	£2.39	Not exceeding 6.1m (20') in length	£11.71 each	£3.00 each
83 Travel goods, handbags & similar containers	£2.93	Exceeding 6.1m (20') but not exceeding 9.15m (30') in length	£17.57 each	£4.50 each
84 Articles of apparel & clothing accessories	£2.39	Exceeding 9.15m (30')	£23.42 each	£6.00 each
85 Footwear	£2.39	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.		



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.

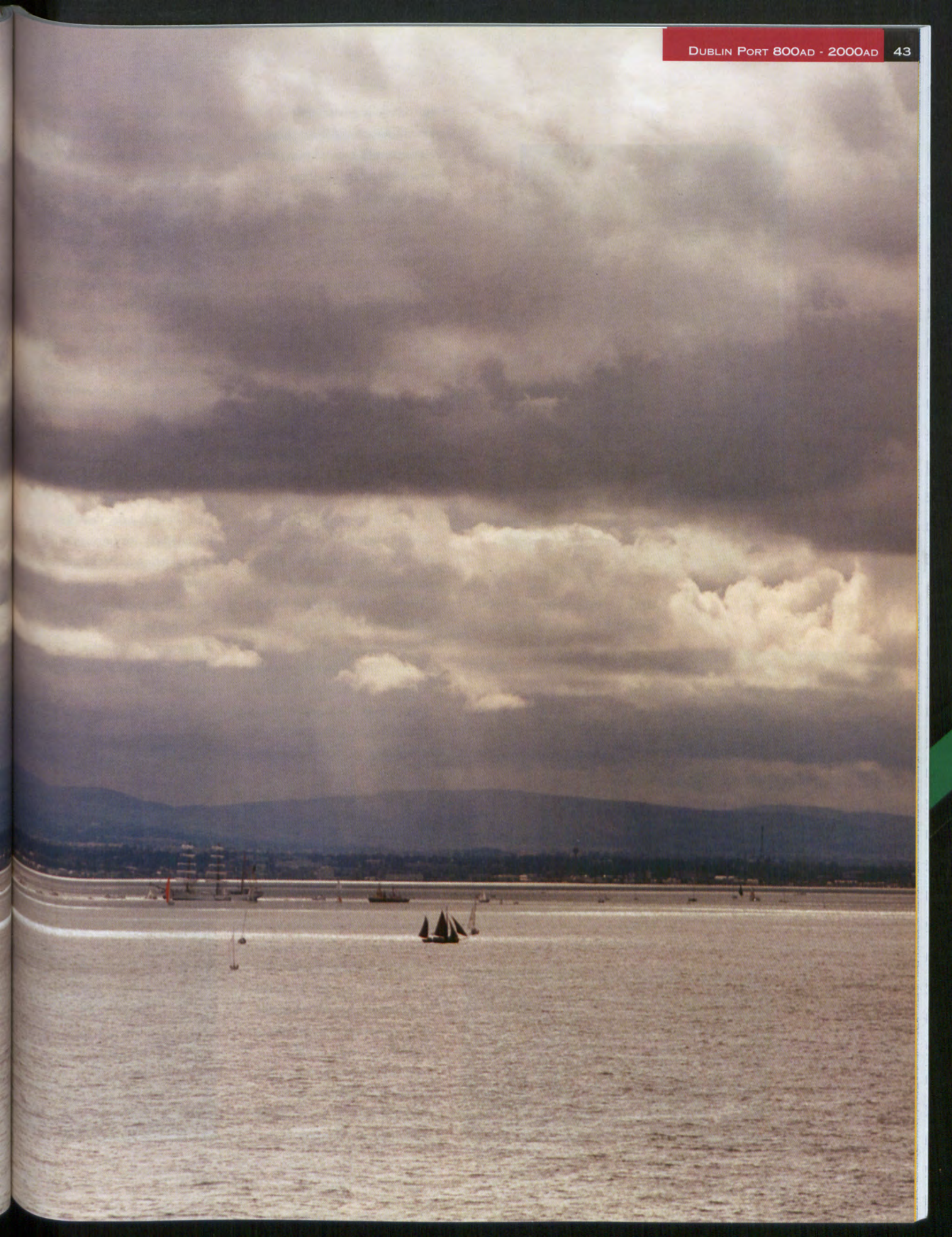
Down through the centuries the changing needs of shipping created problems for the merchants and traders of Dublin whose ships required deeper water and better landing facilities than those which sufficed for the early traders. The difficulties were aggravated

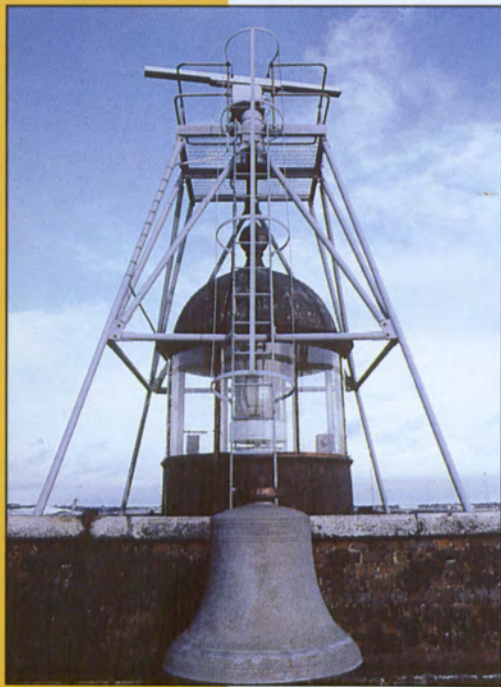
by the increasing danger to shipping using the estuary as a result of continuous silting and shoaling in the approaches. At the end of the 17th century there was no well-defined channel leading up to the city; instead the waters of the Liffey divided into various channels and mingled with those of the 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 P&O European Ferries (Irish Sea) 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.
- P&O European Ferries (Irish Sea)
- 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 shareholder, the Minister for the Marine. The chief executive of the Company is automatically a director together with three members appointed from the Local Authority, 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 1999

SEPTEMBER		OCTOBER		NOVEMBER		DECEMBER	
Time	m	Time	m	Time	m	Time	m
1 0826 W 1513 2047	4-18 0-62 3-89 0-84	16 0859 Th 1533 2120	3-71 1-25 3-63 1-32	1 0858 F 1550 2133	4-06 0-96 3-92 1-02	16 0912 Sa 1551 2149	3-48 1-49 3-56 1-45
2 0919 Th 1611 C 2147	4-04 0-85 3-79 1-06	17 0405 F 1628 C 2224	3-50 1-47 3-49 1-50	2 0422 Sa 1702 C 2255	3-83 1-28 3-80 1-22	17 0439 Su 1655 C 2302	3-31 1-68 3-40 1-56
3 1026 F 1720 2303	3-87 1-11 3-70 1-24	18 0516 Sa 1100 Sa 1737 2337	3-31 1-64 3-37 1-61	3 0544 Su 1133 Su 1819	3-67 1-48 3-76	18 0602 M 1138 M 1809	3-22 1-77 3-33
4 1145 Sa 1836	3-73 1-29 3-70	19 0641 Su 1215 Su 1856	3-23 1-70 3-34	4 0019 M 0707 M 1253 1934	1-25 3-63 1-50 3-84	19 0016 Tu 0717 Tu 1253 1921	1-54 3-26 1-72 3-36
5 0712 Su 1304 1949	1-29 3-69 1-32 3-79	20 0053 M 1328 M 2004	1-58 3-28 1-64 3-41	5 0138 Tu 1404 Tu 2042	1-13 3-71 1-38 3-98	20 0122 W 1353 W 2017	1-40 3-38 1-57 3-48
6 0828 M 1414 2056	1-18 3-76 1-23 3-96	21 0202 Tu 1427 Tu 2059	1-43 3-40 1-48 3-53	6 0242 W 1502 W 2143	0-95 3-85 1-22 4-12	21 0216 Th 0906 Th 1440 2102	1-19 3-53 1-37 3-64
7 0936 Tu 1512 2156	0-98 3-89 1-09 4-14	22 0254 W 1513 W 2143	1-23 3-53 1-30 3-67	7 0333 Th 1549 Th 2231	0-79 3-95 1-07 4-22	22 0258 F 0946 F 1518 2141	0-97 3-70 1-15 3-84
8 1032 W 1601 2246	0-78 4-00 0-95 4-28	23 0336 Th 1022 Th 1551 2218	1-01 3-67 1-11 3-83	8 0417 F 1104 F 1629 2310	0-69 3-99 0-95 4-25	23 0334 Sa 1021 Sa 1551 2219	0-74 3-87 0-92 4-06
9 1119 Th 1645 ● 2330	0-63 4-06 0-85 4-35	24 0411 F 1055 F 1624 2252	0-80 3-80 0-92 4-00	9 0455 Sa 1137 Sa 1704 ● 2341	0-66 3-99 0-88 4-23	24 0410 Su 1056 Su 1626 ○ 2257	0-53 4-05 0-69 4-26
10 1156 F 1724	0-55 4-06 0-78	25 0442 Sa 1126 Sa 1655 ○ 2326	0-61 3-93 0-73 4-17	10 0528 Su 1201 Su 1737	0-68 3-99 0-84	25 0446 M 1133 M 1704 2340	0-38 4-20 0-50 4-40
11 0054 Sa 1229 1801	4-35 0-55 4-02 0-76	26 0514 Su 1158 Su 1728	0-44 4-06 0-57	11 0011 M 0559 M 1226 1809	4-18 0-74 3-99 0-83	26 0526 Tu 1212 Tu 1745	0-30 4-31 0-38
12 0629 Su 1257 1836	4-30 0-61 3-98 0-79	27 0002 M 0551 M 1234 1806	4-31 0-34 4-15 0-46	12 0041 Tu 0630 Tu 1256 1843	4-11 0-82 4-00 0-87	27 0023 W 0608 W 1254 1830	4-46 0-33 4-35 0-38
13 0703 M 1329 1911	4-21 0-72 3-93 0-85	28 0043 Tu 0630 Tu 1315 1849	4-38 0-33 4-19 0-45	13 0117 W 0704 W 1331 1919	4-01 0-93 3-96 0-95	28 0111 Th 0654 Th 1342 1921	4-41 0-49 4-30 0-50
14 0738 Tu 1404 1948	4-09 0-87 3-86 0-96	29 0126 W 0714 W 1400 1935	4-37 0-43 4-16 0-56	14 0155 Th 0739 Th 1411 2000	3-86 1-08 3-87 1-09	29 0204 F 0743 F 1434 2017	4-25 0-75 4-19 0-71
15 0816 W 1445 2030	3-92 1-04 3-76 1-12	30 0217 Th 0802 Th 1451 2028	4-26 0-66 4-06 0-76	15 0241 F 0821 F 1458 2048	3-68 1-27 3-73 1-27	30 0305 Sa 0842 Sa 1536 2127	4-03 1-08 4-04 0-95
				31 0417 Su 0954 Su 1646 C 2246	3-79 1-39 3-90 1-12		
						31 0517 Tu 0517 Tu 1735 2337	3-61 1-56 3-89 1-10
							31 0004 F 0657 F 1226 1912
							1-23 3-44 1-62 3-70

DATUM OF PREDICTIONS = CHART DATUM : 0.20 METRES ABOVE ORDNANCE DATUM (DUBLIN)
 PROUDMAN OCEANOGRAPHIC LABORATORY, BIDSTON OBSERVATORY, BIRKENHEAD, MERSEYSIDE, UK.
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When Summer Time is in force one hour must be added to the above time. Summer Time 1999, 28th March - 31st October.

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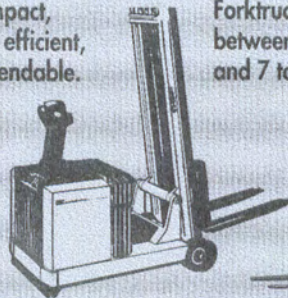
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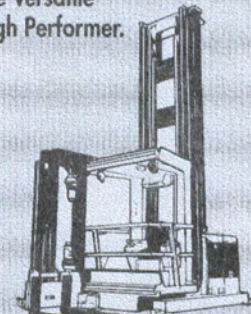
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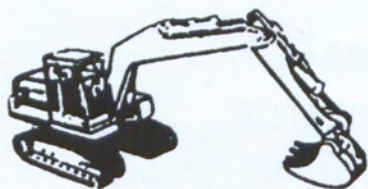
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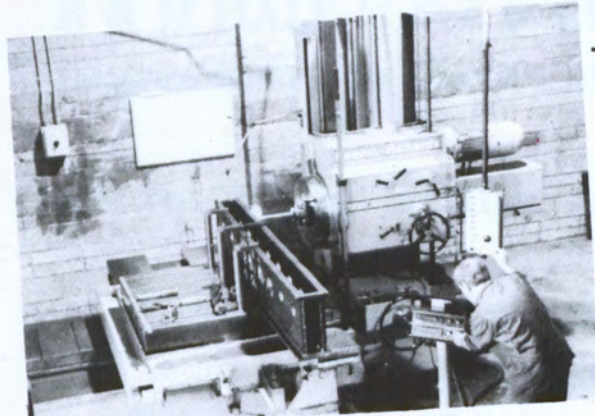
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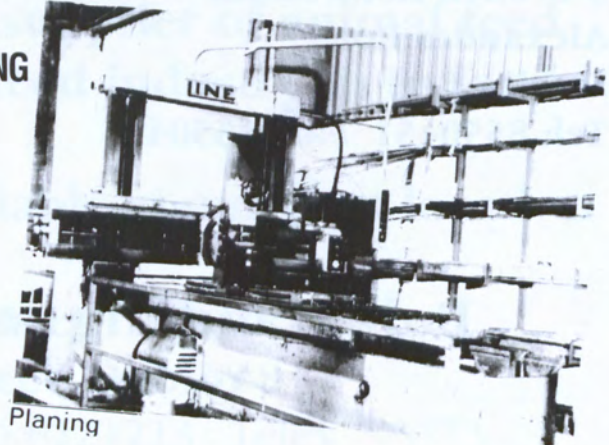
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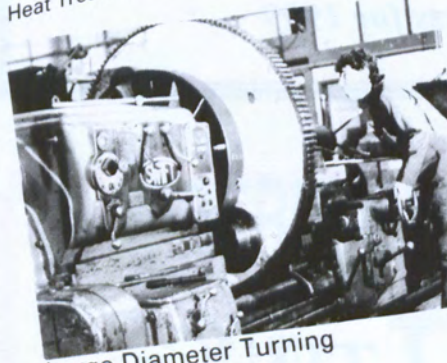
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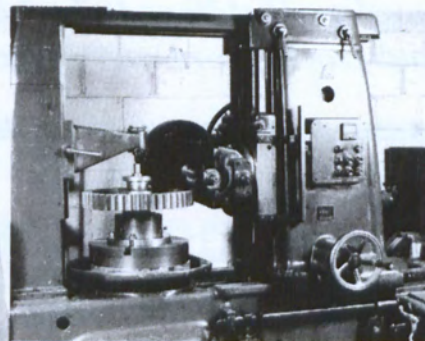


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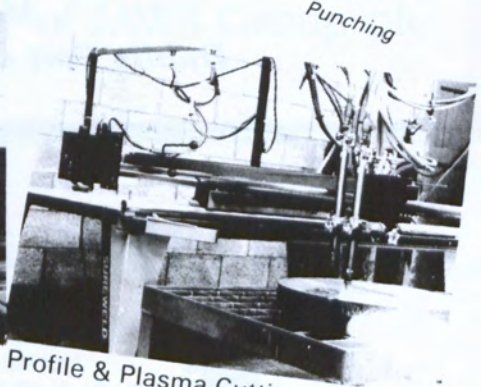
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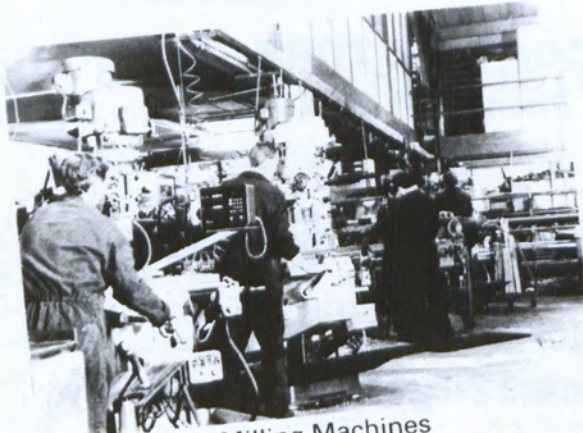
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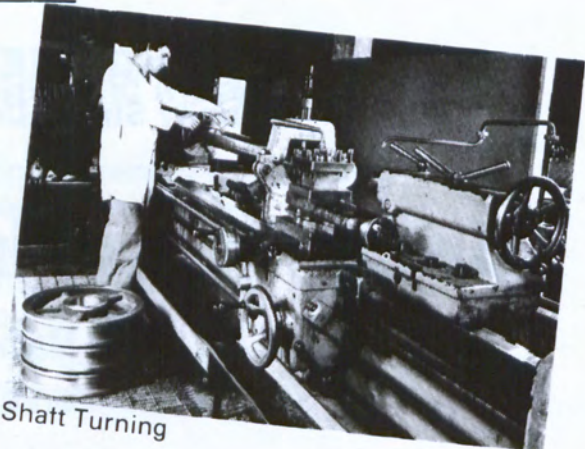
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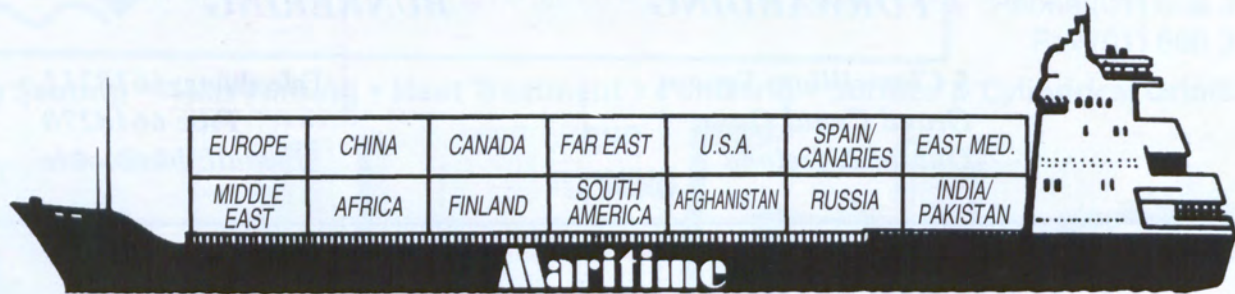
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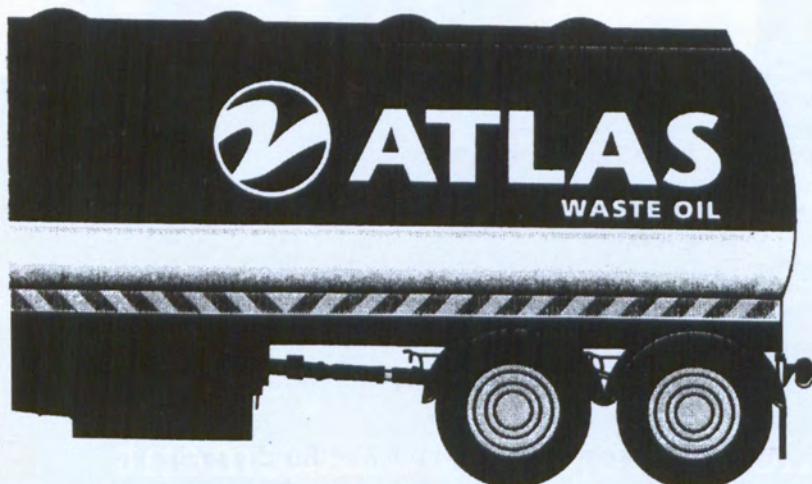


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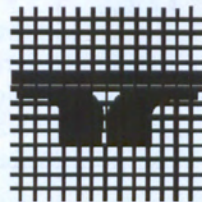
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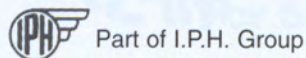


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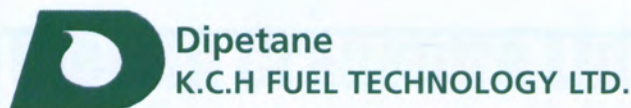
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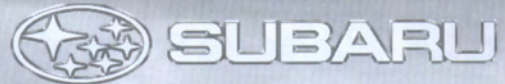
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CONSULTING ENGINEERS

COMPANY PROFILE

Hugh Munro & Co. (HM&C) - are engineering consultants with broad based experience in the following areas:

- Petrochemical Installations
- Industrial Automation
- Process Industries
- Commercial Building Services
- Electrical & Mechanical Services
- Infrastructural Projects

In order to compliment the above areas of experience, HM&C have developed a proven ability in project management related services.

- Planning
- Design
- Cost Control
- Purchasing & Expediting
- Co-ordination of Disciplines
- Construction Management

In addition to design & supervision expertise HM&C will provide a follow - through service on all their projects:

- Site Inspections
- Site based engineers (larger projects)
- Yearly Statutory Inspections

Our commitment is to quality in the management and design of projects for which we were awarded the Quality Assurance Certificate under IS/ISO 9001/EN 29001 for design and project management from clients brief to final implementation.

Our inhouse resources include Computer Aided Design (CAD), information & draughting.

CONCEPT STAGE

- Project Appraisal
- Programming
- Initial Design
- Budgets

TENDER STAGE

- Preparation of Documentation
- Preparation of Drawings
- Statutory Requirements
- Clients Comments
- Tender Invitation/ Analysis
- Contractor Selection

CONSTRUCTION STAGE

- Project Co-ordination
- Site Management
- Progress Reports
- Progress Monitoring
- Inspection/Testing
- Documentation



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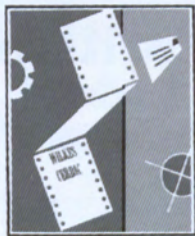


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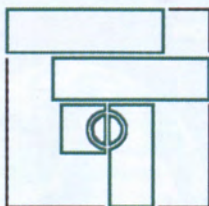
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