

DUBLIN Harbour in progress, as surveyed and delineated by the late John Lubbock, Esq. in 1845. The Harbour is shown as it was, and as it is, and as it may be made. The Harbour is shown as it was, and as it is, and as it may be made. The Harbour is shown as it was, and as it is, and as it may be made.

# Dublin Port Company Yearbook ~ 2000 ~



SOUTH BULL  
 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.



A DIVISION OF IRISH FERRIES LIMITED.

Contact:  
**BOB RICHARDSON,**  
General Manager

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



# Dublin Port Company Yearbook ~ 2000 ~

## OFFICES AND SERVICES

### HEAD OFFICE

Port Centre, Alexandra Road, Dublin 1.  
Tel: 353 1 8550888 Fax: 353 1 8551241  
Email: [dubport@dublin-port.ie](mailto:dubport@dublin-port.ie) Website: [www.dublin-port.ie](http://www.dublin-port.ie)

### ADMINISTRATION

Telephone 01 8550888/8555771  
Fax 01 8551241 Telex 32508

### ENGINEERING

Telephone 01 8550888/8555771  
Fax 01 8550487 Telex 32508

### FINANCIAL

Telephone 01 8550888/8555771  
Fax 01 8365142

### HARBOUR

Telephone 01 8550888/8555771  
Fax 01 8553423 Telex 32508

### WAREHOUSING

Telephone 01 8550888/8555771  
Fax 01 8363850 Telex 32508

## DIRECT LINES

Warehouse Stack R, Alexandra Road	01 8557005
Harbour Police Superintendent	01 8363843
Deputy Superintendent (Harbour Police)	01 8555620
Harbour Police, Bond Road	01 8363836
Deputy Superintendent (Fire Protection)	01 8557445

## EMERGENCY SERVICES

DURING WORKING HOURS	01 8555771
Outside Working Hours, Communications Centre	01 8555771
Communications Centre	01 8555772
Communications Centre	01 8555773

### AFTER HOURS (DIRECT LINES)

Berthing Master	01 8555779
Harbour Police, Bond Road	01 8550888/8555771
Port Yard Gate, East Wall Road	01 8555775
Cranes (Maintenance & Operations)	01 8555888







- 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 - Jeddah - Dubai - Colombo - India - Pakistan

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



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United Shipping  
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  - Including Reefers

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- Wilmington • Charleston • Miami
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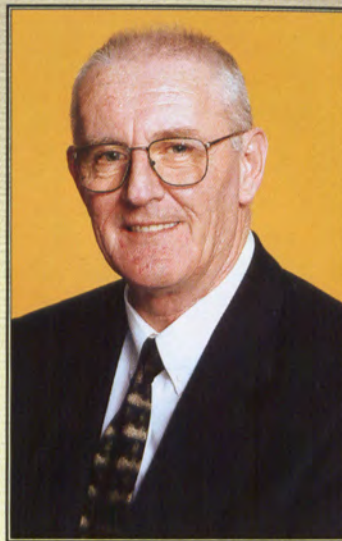
## Chairman's Foreword

The end of a year, a century, a millennium offers a bewildering array of benchmarks with which to measure the progress of mankind, or of Dublin Port. The current location of the Port took most of the Millennium to come about. In a much shorter time period (circa 12 years), the "Basket Case Economy" has been transformed into the "Celtic Tiger Economy" through a process of Social Partnership. From the politics of conflict and confrontation, which saw the sad demise of prayerful Brian at the hands of the invading Danes, consensual social partnership has delivered unprecedented economic and social well being to the Nation.

From its location way up-river, Dublin Port has moved almost undiscernibly, seeming to float gently and quietly with the Liffey which gives its life, its *raison detre*, to its present partnership with the open sea. In the wake of its progress the always-growing Metropolis has built monuments to its greatest and the great and historical struggles of its people throughout the passing epoch, witnessing the great migrations to the suburbs and the re-population of the centre.

As we enter a new Millennium through portals bedecked with symbols of economic and commercial success, beneath exploding fireworks, or simply awake to a New Year, we can acknowledge the continuous success of Dublin Port in the service of its hinterland and of all the people of Ireland. Dublin Port Company through its employees, its leading executives and its many directors has a proud history of dedicated service to the needs of Dublin's commerce and its people.

Dublin is Ireland's most important and successful port. 34% of foreign trade representing nearly 20m tonnes reflects not only a burgeoning economy, but also effective and efficient dockside services and facilities. Recognition of the crucial mutuality of interests of the company and port users, the city and our surrounding neighbourhood communities is vital to continuing progress. The Company will strive to continue to be responsive to the business needs of port users, to match the expectations of the Shareholder, to be sensitive to the environmental impact of its growing traffic volumes, and conscious of the positive economic spin-off for the city and its living communities.



*Edmund Browne,*  
Chairman

The Company will sustain a policy of price sensitivity while seeking to ensure that it continues to generate resources sufficient to discharge its superannuation fund liabilities and to meet its port development priorities into the foreseeable future.

As the living heart of the city and the "old docklands" area is regenerated the Port must look east for its future land needs. The Port Tunnel when completed will have an enormous positive impact on Port related traffic movements through the city. This and the reopening of the debate on the proposed Eastern By-pass are welcome steps towards the completion of the infrastructure developments vital to the strategic interests of the national as well as Dublin's economy and city and surrounding communities.

Dublin Port owes its outstanding success of recent years to the support of all of its stakeholders and partners, its customers, its employees and indeed the surrounding communities. The Board of Directors is determined to seek to ensure that the Port facility and the services provided will match the highest standards, will beat the best available anywhere, will be responsive to changing needs, while interacting successfully with its neighbouring communities.

A handwritten signature in black ink, appearing to read "Edmund D. Browne". The signature is fluid and cursive, written over a white background.

**Edmund D. Browne**  
CHAIRMAN



# Chief Executive's Foreword

**O**ur position as Ireland's port of first choice was further consolidated last year with a throughput of approximately 20m tonnes, an increase of 7.5% over 1998.

We are delighted with the support we receive from our customers and strive to anticipate their demands so that the service we provide meets their high standards.

Ro/ro continues to be our biggest mode with 52% of throughput, generated through four ferry companies with thirteen freight sailings daily to the UK.

Lo/lo accounts for 22% of throughput with direct services to the UK, the Continent, the Mediterranean and worldwide transshipment services.

## Highlights of 1999

There have been many changes in the port over the past 100 years, changes which have accelerated particularly in the 90s. 1999 was no exception.

Merchant Ferries introduced two new ro/pax vessels on the Dublin - Liverpool route.

SuperSeaCat introduced a new £20 million vessel on the Dublin - Liverpool service. Irish Ferries' fast ferry Johnathan Swift went into operation on the Dublin - Holyhead route.

## Safety

Significant developments occurred in the area of safety which has always been our primary concern. These will ensure that Dublin Port continues to be a safe place to work in or travel through.

Almost IR£3m was invested in a comprehensive fire fighting system for the Oil Jetties.

A new Vessel Traffic System is in operation. Safety of mariners, both commercial and leisure, and port users alike has always been of paramount importance to the Company.

## Passengers

Passenger numbers increased again last year. Dublin is the port of choice for passengers with 5 ferry companies offering up to 15 sailings daily to the UK operating both cruise and fast ferries.

Two new passenger terminals went into operation and a passenger access bridge was installed in Terminal 1.

In 2000 large numbers of cruise line passengers will embark and disembark in Dublin, a new development for the port.

## Developments

A programme was completed at South Bank Quay involv-



*Enda Connellan,  
Chief Executive*

ing the deepening of the berth to accommodate vessels up to 10.2m draft.

A refurbishment programme is being carried out on the Great South Wall, a much used walking amenity. The remedial works will enhance the facility aesthetically and ensure it continues to be safe for pedestrians and vehicular access. This programme includes renovation of the Poolbeg Lighthouse, one of the oldest lighthouses in Ireland.

A mobile crane was introduced in the Alexandra Quay area to complement the existing cargo handling facilities.

## Grant Aid

Grant aid from the European Union assisted some of the developments during 1999. I would like to express our gratitude to the European Union for the help provided.

## The Future

Confirmation that the Dublin Port Tunnel is to become a reality is very welcome news. Road access has been identified as the single biggest problem facing port users. The tunnel will improve port access and will be a major element in relieving traffic problems in the city.

We applied to the Minister for the Marine & Natural Resources to reclaim 21 hectares, under the Foreshore Act, east of the Coastal Terminal. Our Celtic Tiger Economy is mainly based on foreign trade and continues to flourish, placing considerable pressure on port facilities, especially in the unitised area. The area to be reclaimed is vital to our ability to service the needs of importers and exporters and to continue the boom in our economy.

Many people are looking to the start of the new Millennium as an opportunity to start with a clean slate. We have no such ambitions. We intend to work with our customers, the state and city agencies and the local communities in order to serve the economy to the benefit of all. I wish to thank everyone involved in making Dublin Port what it is today and I look forward to working with you in the years to come.

**Enda P. Connellan**  
CHIEF EXECUTIVE



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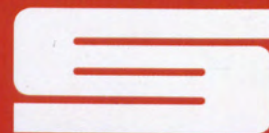
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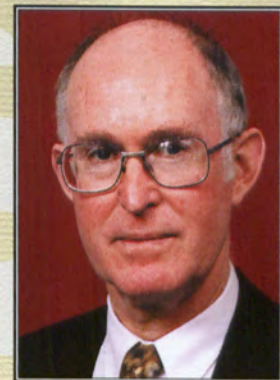
# Management Team



*Enda Connellan  
Chief Executive*



*Joe Jones  
Chief Operations Manager*



*Jerry Killeen  
Chief Administrative Manager*



*Capt. Bob Wiltshire  
Harbour Master*



*Tom Moroney  
Personnel Manager*

# Directors



*Back row from left to right:  
T.A. Linehan, B.W. Kerr,  
E.J. Nolan, E. McAteer,  
J.J. Killeen (Secretary),  
T.A. Geraghty, J. Stafford,  
E. Connellan (Managing).*

*Front row from left to right:  
E. O'Brien, S. Sleator,  
E. D. Browne (Chairman),  
L. McCaffrey, R. Brady.*



## Port Facilities & Services

**D**ublin 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,









# ANDREW WEIR AGENCIES (IRELAND) LTD.

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ex Dublin

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**SALERNO**

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**UNITED BALTIC  
CORPORATION**

to and from

**Poland**

with through cargo for

**C.I.S. and Baltic States**

**C.C.N.I.** services to and from West Coast South America

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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**



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.

### 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., 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 private 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

### GRAVING DOCKS

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













12 Key Map of Dublin Port





# Key Map



-  Map No.1 Coastal Terminal
-  Map No.2 DFT Terminal
-  Map No.3 M.T.L. Terminal
-  Map No.4 Terminals 1 and 2
-  Map No.5 Merchant Ferries Terminal
-  Map No.6 P&O European Ferries Terminals 3 and 4
-  Map No.7 Alexandra Quay West
-  Map No.8 Alexandra Quay East
-  Map No.9 Terminal 5
-  Rest of Port Estate



Fairway

Great South Wall

Pigeon House Harbour

E.S.B. Poolbeg  
Generating Station

Dublin Corporation  
Clearsewage Treatment Works

Ringsend  
Nature Park



# Lift On / Lift Off

Lo/Lo is catered for in three dedicated lo/lo terminals which cater for services to and from the UK, the Continent and the Mediterranean, in addition to worldwide transhipments. This mode accounts for 22% of the port's total throughput.

## Lo/Lo Terminals

- Coastal Line Container Terminals
- Dublin Ferryport Terminals
- Marine Terminals Ltd.

In addition, containers are also handled under a 35 tonnes derrick crane at Ocean Pier West.



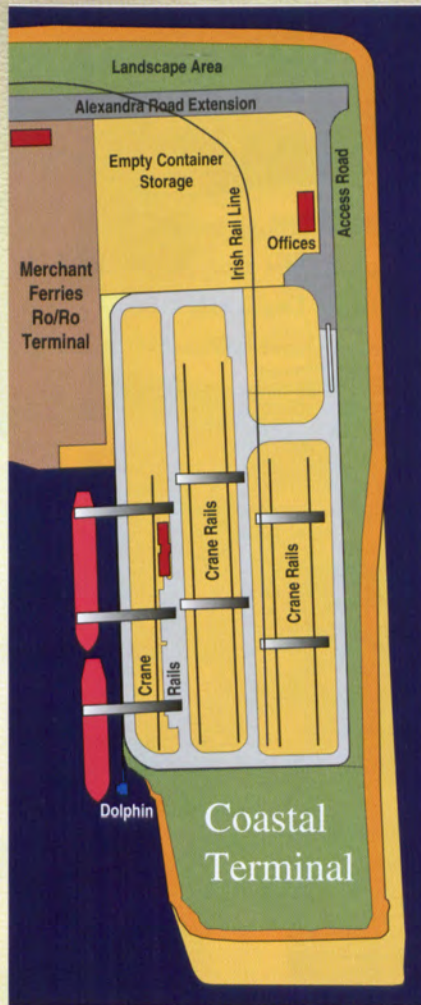
*Note: See Shipping Services on page 52 for full details.*



# Coastal Line Container Terminal

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 six 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



Coastal Terminal, Map No. 1



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 cranes
Area:	6.0 hectares
Operator:	Coastal Line - (01) 836 4833



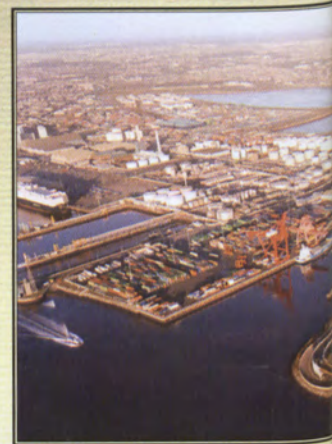
# Dublin Ferryport Terminals (DFT)

**D**FT terminal provides lo/lo handling services to Eucon, Eurofeeders, Coastal, HKCIL and Gracechurch. These companies service routes to Rotterdam, Antwerp, Zeebrugge, Le Havre, Southampton, Felixstowe, Thamesport, Cardiff and Liverpool with connections

to Cork, Belfast and Warrenpoint. The terminal is equipped with two ship cranes, seven straddle carriers, three RTG cranes, three 12 tonne fork-lift trucks. The area has undergone a further redevelopment programme with expansion of the laden storage capacity utilising RTG cranes and an addition-

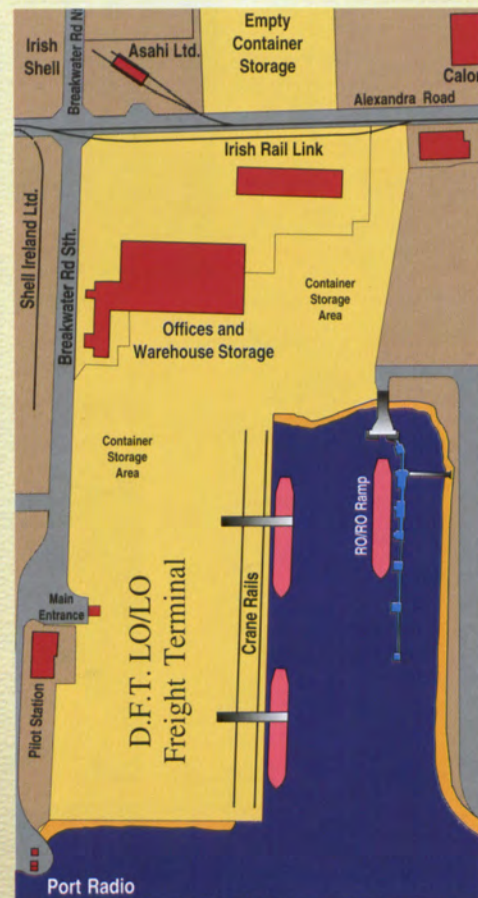
al gate area. This complements the recent berth expansion to 300 metres at 7.5m below L.A.T.

DFT, through its subsidiary Dublin Ferryport Container Depot (DFCD), provides depot facilities including storage, washing, repairs and reefer points.



## TERMINAL DETAILS

Length of Berth:	300 metres
Depth at L.A.T.	7.5 metres standard
Cranes:	1 x 32 tonnes gantry 1 x 40 tonnes gantry
Second-Handling Equipment:	7 straddle carriers 3 x 40 tonne RTG cranes 3 x 12 tonnes fork-lift trucks
Reefer Points:	120 units
Area:	14 hectares
Operator:	DFT - (01) 855 2222



*D.F.T. lo/lo Freight Terminal, Map No. 2*

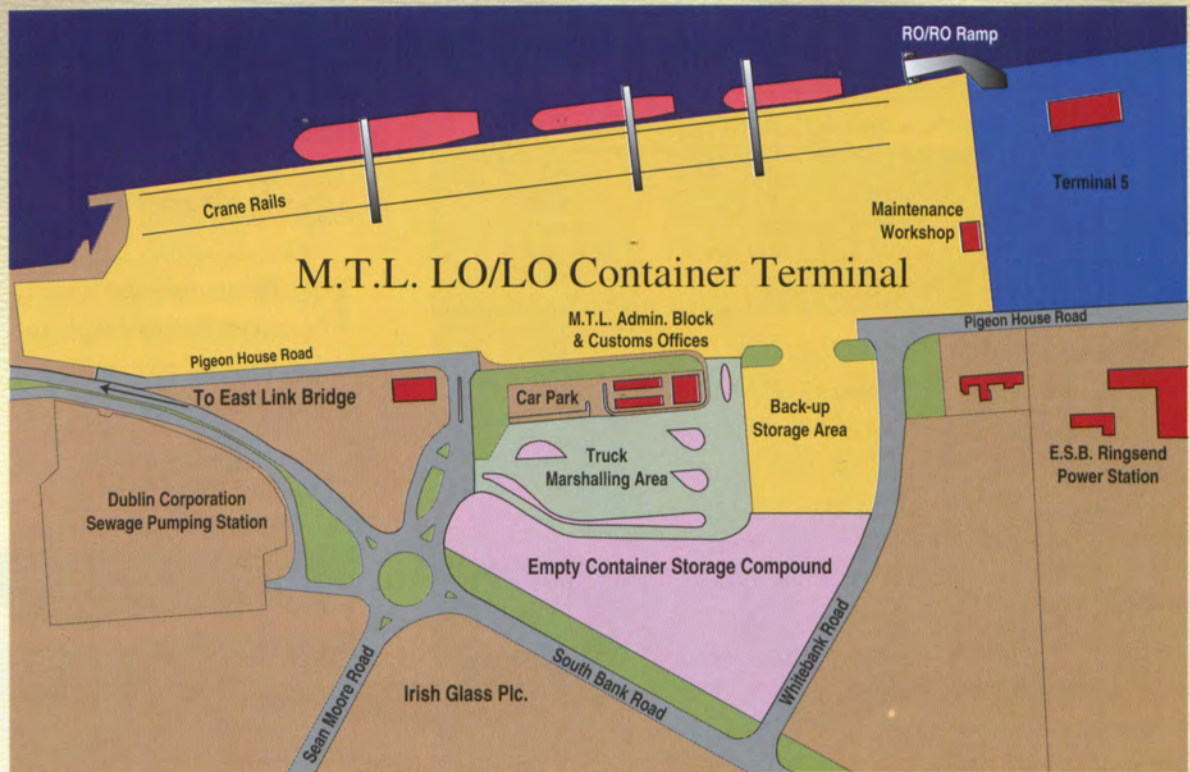


# Marine Terminals Ltd. (MTL)

**M**TL terminal is Ireland's largest common user container terminal. The company caters for weekly scheduled services to and from the UK, Northern Europe, Mediterranean and Middle Eastern ports.

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

A development programme has recently been completed which involved further enhancement of the terminal to provide deep berthage for container vessels up to 10.2m draft. This development was part funded by EU Cohesion Fund.



M.T.L. Container Terminal, Map No. 3

## TERMINAL DETAILS

Length of Berth:	567 metres
Depth at L.A.T.	8.5 metres - 10.2 metres standard
Cranes:	1 x 40 tonnes gantry 2 x 50 tonnes gantry
Second-Handling Equipment:	5 Kalmar reach stackers
Reefer Points:	112 units
Area:	13 hectares
Operator:	MTL - (01) 667 0588





# Roll On / Roll Off

Ro/Ro accounts for 52% of the port's total throughput and is well catered for in Dublin Port. Five ferry companies - Irish Ferries, Merchant Ferries, P&O European Ferries, Stena Line and SuperSeaCat / Isle of Man Steam Packet Co. provide up to 18 sailings daily to the UK.

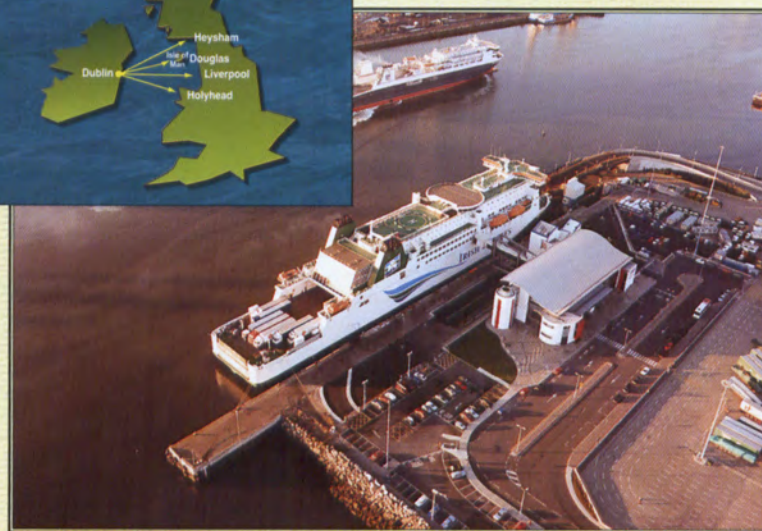
Terminal	Operator
• Ferryport	
Terminal 1	Irish Ferries & Merchant Ferries (Passenger)
Terminal 2	Stena Line
• Merchant Ferries	Merchant Ferries (Freight)
• Terminals 3 & 4	P&O European Ferries
• Terminal 5	SuperSeaCat
	Isle of Man Steam Packet Company

## Ferryport

Ferryport Terminal is a multi-user terminal. The terminal is divided into two areas - Terminal 1 and Terminal 2.

## Terminal 1

Terminal 1 contains the Port's main passenger terminal building serviced by a two tier ramp. There are presently two operators using this multi-user terminal - Irish Ferries and Merchant Ferries (Passenger).



## Irish Ferries

Irish Ferries operates from Ferryport Terminal with up to 6 sailings per day on the Dublin - Holyhead route.

In June Irish Ferries launched its new Fast Ferry the 'Dublin Swift' to cope with the increased demand for a regular fast ferry service to Britain.

This state-of-the-art vessel has a capacity of 800 passengers and 200 cars and completes the journey in just 1 hour 49 minutes.



With the cruise Ferry Isle of Inishmore, the largest car ferry in North West Europe, also operating on the Dublin Holyhead route, Irish Ferries has earned the title of most modern fleet on the Irish Sea.

Irish Ferries is now planning to launch the World's largest Cruise Ferry which will enter service in Spring 2001.

This new ferry will double Irish Ferries freight capacity and will combine 'Cruise Line' luxury with the highest levels of reliability and performance.

Vehicle deck capacity on this vessel will comprise 4,100 running metres of lane space and because of its exceptional size, will provide exceedingly high standard of stability and comfort, even in extreme weather conditions.

## Merchant Ferries (Passenger)

For details see page 21

TERMINAL 1	
Length of Berth:	216m
Depth at L.A.T.	11m standard
RAMP DETAILS	
Upper Deck	
Length of Shore Ramp:	50m
Width of Shore Ramp:	10.8m at ship tapering to 8m at shore end
Maximum Vehicle Load:	40 tonnes
Lower Deck:	
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 (01) 855 2222 Merchant Ferries (01) 855 1551 (Passenger)



# Terminal 1 Stena Line

Major developments took place during the Spring of 1999 and Stena Line is delighted to announce that our new Freight Terminal opened on 19th June. Facilities include showers, toilets, drivers rest room with television and of course a new Stena Line Freight Enquiry Office.

Stena Line operates a twice daily service to Holyhead from Terminal No. 2 at Ferryport. This service is operated by the 18,500 gross tonnes Stena Challenger which boasts capacity for up to 100 trucks and trailers. Stena Challenger also operates in multi-purpose mode, carrying tourist traffic and providing accommodation for up to 500 passengers.

Stena Line is pleased to confirm that dedicated freight reservations are now available

via one number (01) 2047722 for local and international requirements.



*Irish Ferries, Merchant Ferries (Passengers Only) see note*

<b>TERMINAL 2</b>	
Length of Berth:	180m
Depth at L.A.T.	5.9m standard
Length of Shore Ramp:	36m
Width of Shore Ramp:	6m
Maximum Vehicle Load:	140 tonnes
Operator:	Stena Line (01) 204 7722



# *The direct routes for Ro-Ro freight to and from Ireland*

- 🚩 **4 Sailings a day each way between Belfast and Heysham.**
- 🚩 **2 Sailings a day each way between Dublin and Heysham.**
- 🚩 **2 Sailings a day each way between Dublin and Liverpool.**



**MERCHANT FERRIES**

Merchant Ferries Plc, Victoria Terminal 1, Dargan Road, Belfast BT3 9LJ Tel: +44 (0)2890 786000

Merchant Ferries Plc, Alexandra Road Extension, Dublin Port, Dublin 1, Ireland Tel: +353 (0)1819 2955

Merchant Ferries Plc, Canada Dock No.3, Regent Road, Kirkdale, Liverpool L20 8DF Tel: +44 (0)151 9554000

Merchant Ferries Plc, North Quay, Heysham Harbour, Morecambe, Lancashire LA3 2UL Tel: +44 (0)1524 865000



# Merchant Ferries

**M**erchant Ferries offers four sailings per day to the UK from its dedicated terminal at Alexandra Road Extension.

Its freight-only service to Heysham is served by two vessels providing a minimum twelve departures a week to the north Lancashire port.

Two brand new RoPax vessels operate Merchant Ferries Dublin to Liverpool service, providing state-of-the-art facilities for both accompanied and unaccompanied ro/ro freight traffic,

as well as serving both the car and foot passenger tourist market.

Twelve departures per week on the Liverpool service brings the total weekly calls at the Merchant Ferries terminal to twenty four.

The terminal is serviced by the No. 7 ramp and is capable of receiving vessels up to 200m in length.

Facilities include an automatic camera based checking-in procedure as well as driver rest areas and showers.



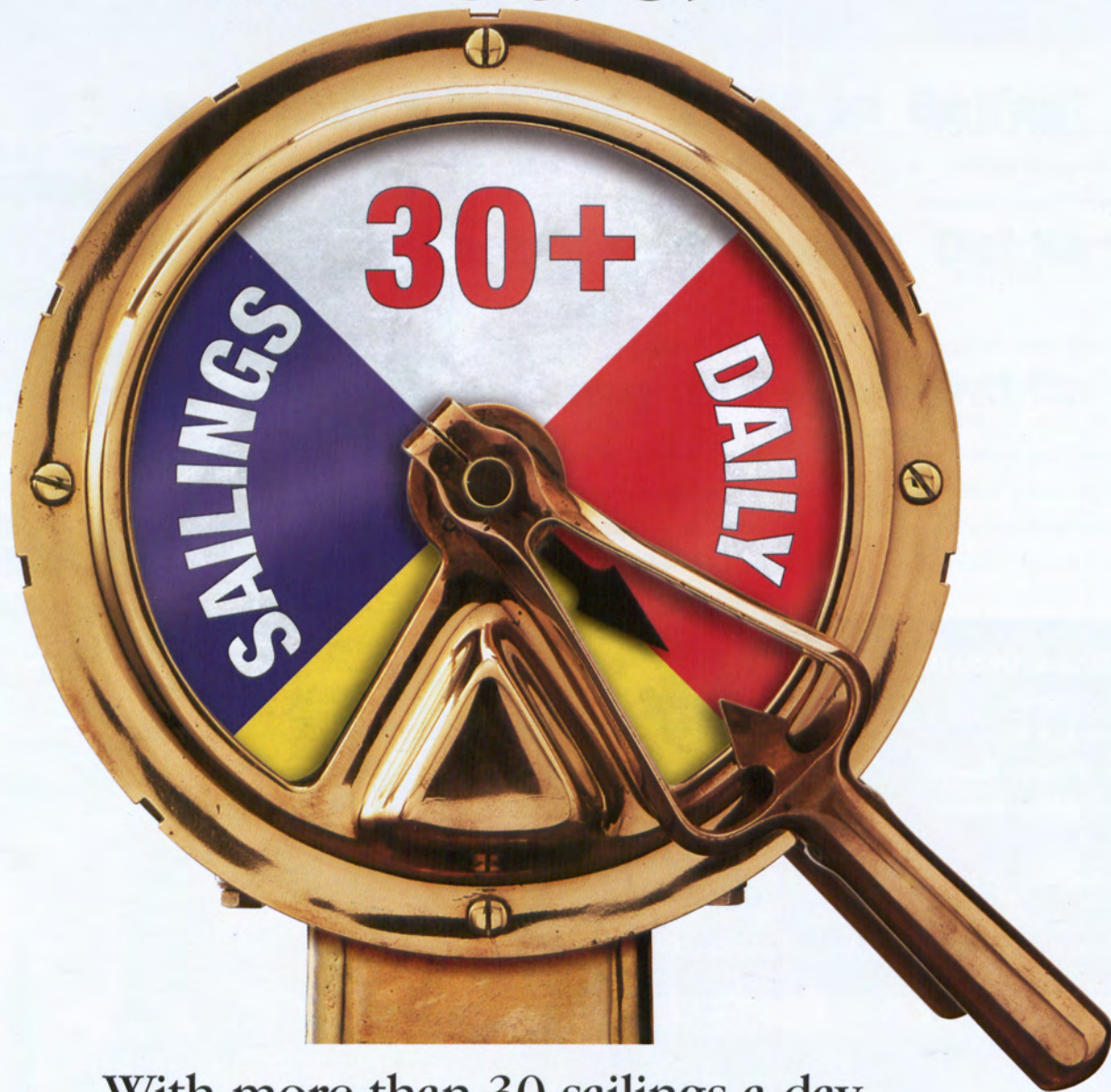
TERMINAL DETAILS	
Length of Berth:	200m
Depth at L.A.T.	7m standard
Length of Shore Ramp:	35m
Width of Shore Ramp:	20m at ship tapering to 10m at shore end
Maximum Vehicle Load:	180 tonnes (180 tonnes low-loader)
Operator:	Merchant Ferries (01) 855 1551



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



# Full speed ahead!



With more than 30 sailings a day,  
P&O leads the way on the Irish Sea.

More ships. More choice. Greater capacity - for freight and for passengers. All go to make P&O European Ferries the most regular routes across the Irish Sea. Our versatility, experience and expertise lead the way from Ireland to Britain and Continental Europe. And back. So now 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 the Continent.

**P&O**   
European Ferries

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



## Terminals 3 and 4

# P & O European Ferries Ltd.

**P**&O European Ferries terminal is situated at North Wall Extension with direct access to the main road system. The company operates a ro/ro service on the Dublin/Liverpool route offering three sailings per day in both directions.

The European Leader and the European Envoy provide a mirror schedule departing at 10.00 hrs. and 22.00 hrs. each day and are complimented by the Celtic

Star, which covers the third schedule departing Dublin at 16.00 hrs. and departing Liverpool at 04.00 hrs. The transit time is approximately 8 hours.

P&O European Ferries caters for all types and sizes of ro/ro traffic, both accompanied and unaccompanied. A fleet of trailers, combined with reachstacker container handler, provides a highly efficient alternative option for tank and container operators.

### TERMINAL 3

Length of Berth:	410m
Depth at L.A.T:	7m standard
Length of Shore Ramp:	41m
Width of Shore Ramp:	10m
Maximum Vehicle Load:	180 tonnes

### TERMINAL 4

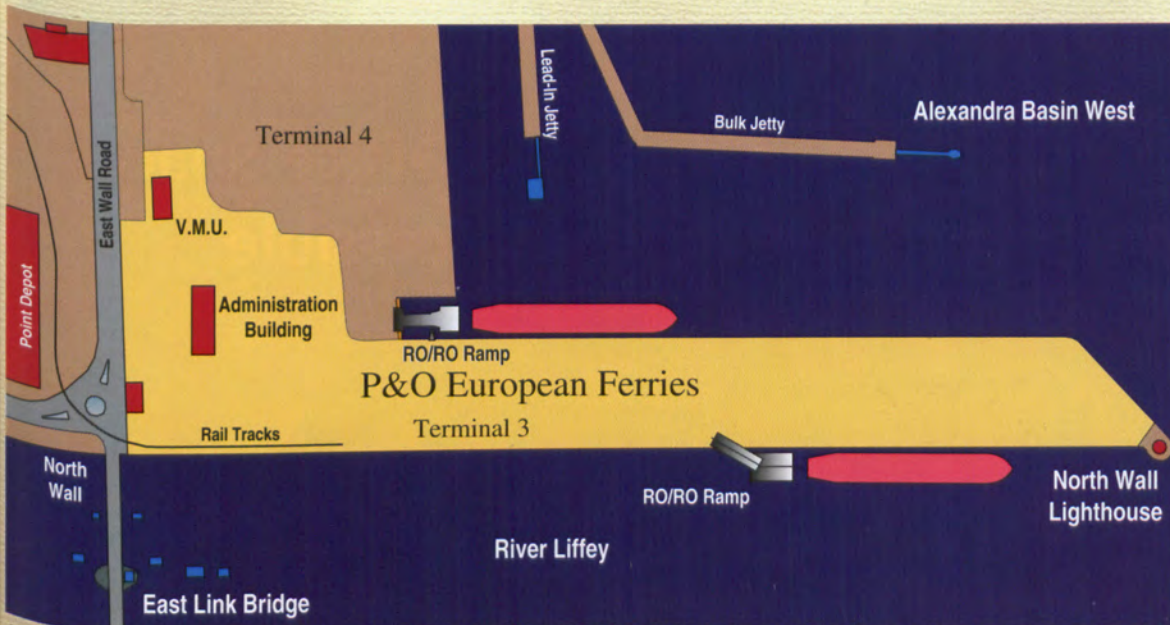
Length of Berth:	230m
Depth at L.A.T:	6.5m standard
Length of Linkspan:	35m
Width of Linkspan:	10m
Length of Pontoon:	30m
Width of Pontoon:	20m
Maximum Vehicle Load:	160 tonnes
Operator:	P & O European Ferries (01) 855 7001



The introduction of a 'Speed Check-In' system with cab high booths ensures a fast turnaround for drivers.

In response to demand, tourist traffic is being accom-

modated on the daylight sailings, where passengers can enjoy the excellent on-board facilities. The relaxed crossing offers a very comfortable option to the heart of Liverpool.



P&O European Ferries Freight Terminal, Map No. 6



# EAST POINT

B u i l d i n g   o n   S u c c e s s



New Launch



Winner of the  
Construction Excellence  
Award



- 1,000 sq.m. to 10,000 sq.m. New Office Space
- Digital Park
- Flexible & Accessible



## Terminal 5

Operators: SuperSeaCat and Isle of Man Steam Packet Co.

## SuperSeaCat

The year 2000 marks a new chapter in Sea Containers Irish Sea routes to and from Dublin. In 1997 we introduced the historic Dublin to Liverpool passenger route, initially with a conventional vessel, the Lady of Mann (which continues to act as a back-up ship), then in 1998 with a new type of fast ferry, SuperSeaCat Two. In 1999 to illustrate confidence in the

route a brand new Stg£20m fast ferry, SuperSeaCat Three, came into service and made her maiden voyage in April 1999.

The SuperSeaCat Three performed way beyond the company's expectations and has been technically reliable with the additional bonus of much improved passenger comfort.



This year (2000) we will only be doing one day time round trip to Dublin with an additional evening sailing to the Isle of Man from

Liverpool instead. This has been a commercial decision based on the ending of duty free sales in June 1999.

## Isle of Man Steam Packet Company

1999 was a superb year for the Steam Packet's Dublin to Douglas service. An extended season has seen an increase in passengers and with an even longer season in 2000 passenger records are set to be broken yet again.

Once again the service is operated by the popular SeaCat Isle of Man with a crossing time of just two hours and 45 minutes. This year up to three sailings per week will

be offered between March and October, the longest continuous season on the route yet. Outside of this period selected sailings will be operated by the new purpose built ro/pax ferry Ben-my-Chree.

Sea Containers pioneered fast car ferry travel with the SeaCats in 1990 and the introduction of the SeaCat Isle of Man onto the Manx route in 1995 heralded a new era for the Steam Packet.

### TERMINAL NO. 5 - DETAILS

Length of Berth	110m
Depth at L.A.T.	8.5m - 10m
Length of Shore Ramp	34m
Width of Shore Ramp	12m at ship tapering to 7m at shore end
Maximum Vehicle Load	44 tonnes
Operator	SuperSeaCat and Isle of Man Steam Packet Co.
	PH: 1800 551743





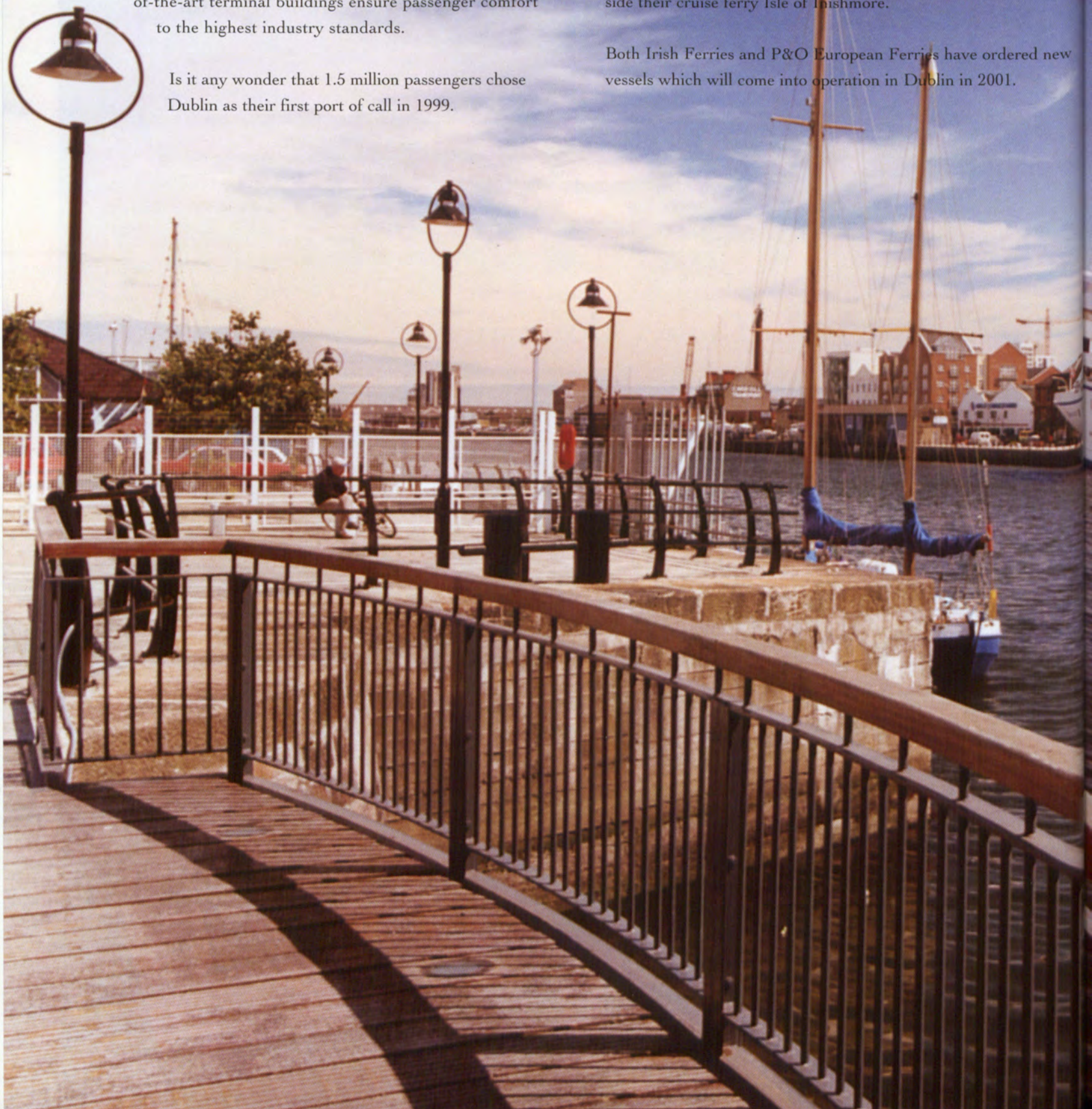
## Passengers / Tourism

**D**ublin Port is now the ferryport of choice - choice of five ferry companies - choice of up to 15 sailings daily to the UK - choice of destination port in the UK (Liverpool, Holyhead and Douglas) - choice of high speed or cruise ferry. In addition, state-of-the-art terminal buildings ensure passenger comfort to the highest industry standards.

Is it any wonder that 1.5 million passengers chose Dublin as their first port of call in 1999.

During 1999 Merchant Ferries introduced two brand new ro/pax vessels on the Dublin - Liverpool route. Sea Containers Ferries replaced their fast ferry with a new SuperSeaCat Three. Irish Ferries new fast craft, Johnathan Swift, went into operation alongside their cruise ferry Isle of Inishmore.

Both Irish Ferries and P&O European Ferries have ordered new vessels which will come into operation in Dublin in 2001.





Ferry companies operating in Dublin Port:

Ferry Company	Sailings Per Day	Ferry Times		Dublin Terminal	Destination Port
		Arriving Dublin	Departing Dublin		
<b>Irish Ferries</b>					
Cruise Ferry (Passengers & Freight)	2	07.15/19.15	09.45/21.45	Terminal 1	Holyhead
Fast Ferry (Passengers)	3	10.30/17.15/22.45	06.15/12.15/18.00	Terminal 1 (see page 18)	Holyhead
Passenger Information Ph: (01) 661 0511					
<b>Merchant Ferries</b>					
Cruise Ferry (Passengers & Freight)	2	06.00/19.30	08.45/22.30	Terminal 1 (see page 21)	Liverpool
Passenger Information Ph. (01) 819 2999					
<b>P&amp;O European Ferries</b>					
Cruise Ferry (Passengers & Freight)	3	06.30/13.30/18.30	09.30/16.00/22.00	Terminals 3 & 4 (see page 23)	Liverpool
Passenger Information Ph: 1800 409 049					
<b>Stena Line</b>					
Cruise Ferry (Passengers & Freight)	2	06.30/18.45	09.00/21.15	Terminal 2 (see page 19)	Holyhead
Passenger Information Ph. (01) 2047777					
<b>SuperSeaCat</b>					
Fast Ferry (Passengers)	1	14.45	16.00	Terminal 5 (see page 25)	Liverpool
Passenger Information Tel: 1800 551 743					
<b>Isle of Man Steam Packet Co.</b>					
Fast Ferry (Passengers)	1	Not Available	Not Available	Terminal 5 (see page 25)	Douglas
Passenger Information Ph. 1800 551 743					

Note: The above schedules may be subject to change and should be checked with ferry companies at time of booking.





### Cruise Line Operations

In 1999 Dublin Port continued to be the most popular cruise destination in Ireland with a total of 37 vessels carrying 32,000 passengers and crew. Cruise line traffic is becoming increasingly significant as far as Dublin Port Company is concerned and in 2000 approximately six vessels will have passengers embarking and disembarking at Dublin. This is a growing trend as traditionally Dublin was mainly a port-of-call only.

Dublin has a lot to offer the visitor. It is the capital city and largest port in Ireland. Smaller cruise liners can come up the River Liffey right into the city centre and the larger ships berth in Dublin Port which is only 2km from the city.

The Northern European market has grown 38% in the last three years and coupled with the fact that Dublin is one of the fastest growing tourism destinations in

Western Europe, this has increased dramatically the number of cruise ships calling to Dublin Port.

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





# 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.

Approximately IR£3m was invested in 1999 in a state-of-the-art, comprehensive fire fighting system for the Eastern and Western Jetties.

## 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: 207 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

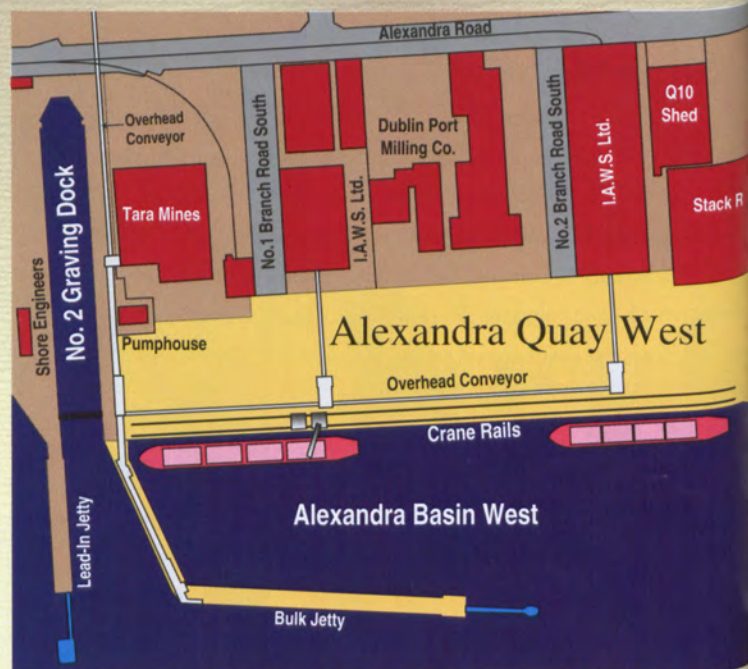
Loading and discharging facilities for concentrate, coal, grain, animal feedstuffs, fertiliser, sand etc. are provided at sites both northside and southside of the river.



- 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.
- 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.



Alexandra Quay West, Map No. 7



## Common User Berths and Quayside

### 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.

### 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 hoist (38 tonnes cargo) 1 x 10 tonnes 2 x 4 tonnes

### Alexandra Quay East

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

#### Stevedore Company

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

1 x 64 tonnes mobile crane operates in these areas.



# Break Bulk (Conventional) Cargo

More than 2 kilometres of berthage, with L.A.T. depths of up to 10.3 metres and cranes of 4 to 38 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.

Dublin Port is committed to provide adequate infrastructure equipped with mod-

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



Alexandra Quay East, Map No. 8

## Ocean Pier West

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

## Ocean Pier East

Length of Berth:	244 metres
Depth at L.A.T.	9.7 metres standard

## Contact Phone No:

- (01) 6762259
- (01) 8556221
- (01) 8365736





# Scheduled Services Dublin Port

RO/RO IRISH SEA					
Destination Port	Ferry Company	Sailings Per Day	Ferry Times Arriving Dublin	Ferry Times Departing Dublin	Terminal
<b>Irish Ferries</b>					
Holyhead	Cruise Ferry (Passengers & Freight)	2	07.15/19.15	09.45/21.45	1
Holyhead	Fast Ferry (Passengers)	3	10.30/17.15/22.45	06.15/12.15/18.00	1
<b>Merchant Ferries</b>					
Liverpool	Cruise Ferry (Passengers & Freight)	2	06.00/19.30	08.45/22.30	1 (Passengers)
	Ferry (Freight Only)	2	09.30/13.30	12.30/18.30	Merchant Ferries
<b>P&amp;O European Ferries</b>					
Liverpool	Cruise Ferry (Passengers & Freight)	3	06.30/13.30/18.30	09.30/16.00/22.00	3 and 4
<b>Stena Line</b>					
Holyhead	Cruise Ferry (Passengers & Freight)	2	06.30/18.45	09.00/21.15	2
<b>SuperSeaCat</b>					
Liverpool	Fast Ferry (Passengers)	1	14.45	16.00	5
<b>Isle of Man Steam Packet Company</b>					
Douglas	Fast Ferry (Passengers)	1	Not Available	Not Available	5



LO/LO IRISH SEA			
Port	Weekly Frequency	Service	Line/Agent
Belfast	1 sailing	Lo/Lo	B.G. Freight
Cardiff	3 sailings	Lo/Lo	Coastal Line
Cork	2 sailings	Lo/Lo	B.G. Freight
Felixstowe	1 sailing	Lo/Lo	Seawheel
	2 sailings	Lo/Lo Feeder	EuroFeeders (Dublin)
Greenock	1 sailing	Lo/Lo	Coastal Line
	1 sailing	Lo/Lo	Seawheel
Southampton	2 sailings	Lo/Lo Feeder	EuroFeeders (Dublin)
	2 sailings	Lo/Lo	B.G. Freight
Thamesport	1 sailing	Lo/Lo Feeder	EuroFeeders (Dublin)
	1 sailing	Lo/Lo	B.G. Freight
Tilbury	1 sailing	Lo/Lo Feeder	EuroFeeders (Dublin)
Waterford	1 sailing	Lo/Lo	B.G. Freight
Liverpool	6 Sailings	Lo/Lo	Coastal & Eucon



EUROPEAN (ALL LO/LO)			
Country	Port	Weekly Frequency	Line/Agent
Belgium	Antwerp	2 sailings	B.G. Freight
		2 sailings	Eucon
		2 sailings	Dublin Maritime
		1 sailing	B.G. Freight
		1 sailing	Eucon
France	Le Havre	1 sailing	Dublin Maritime
		2 sailings	Eucon
		1 sailing	EuroFeeders (Dublin)
Netherlands	Rotterdam	4 sailings	Seawheel
		2 sailings	Eucon
		3 sailings	Dublin Maritime
		1 sailing	EuroFeeders (Dublin)
		6 sailings	B.G. Freight
Poland	Szczecin	1 every 2 weeks	R.A. Burke

Note: The above schedules may be subject to change and should be checked with ferry companies at time of booking.



**EUROPEAN (ALL LO/LO)**

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



**NON EUROPEAN**

Country	Port	Weekly 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
		Weekly	Andrew Weir
	Ashdod	Weekly	R. A. Burke
		Weekly	Jenkinson Agencies
		Every 10 days	Andrew Weir



Note: The above schedules may be subject to change and should be checked with ferry companies at time of booking.



Kill,  
Co. Kildare.  
Tel: 045 886400  
Fax: 045 877264  
Email: ascon@ascon.ie

Ballinacurra,  
Midleton, Co. Cork.  
Tel: 021 631601  
Fax: 021 631502



**Contractors to Dublin Port  
for the Refurbishment of Great South Wall  
and Poolbeg Lighthouse.**



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# MARSH

## Risk & Insurance Services



**Specialist Insurance Brokers  
to Port Authorities & for  
All Marine Related Risks**

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Marsh Ireland Ltd**

10/11 South Leinster Street  
Dublin 2

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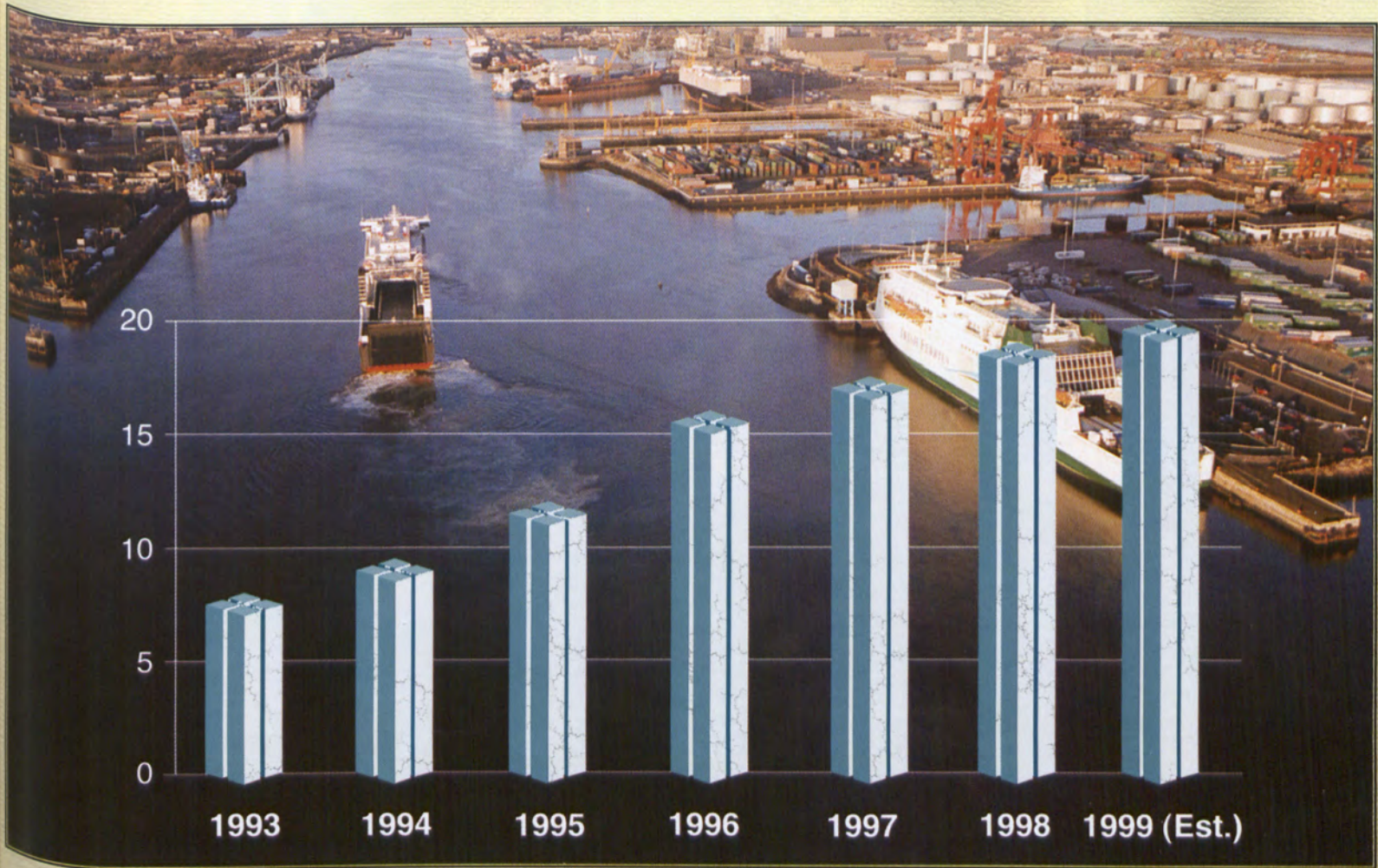
# Statistics 1998 / 1999

## 1998

<b>Total Tonnage</b>	18.5 tonnes
<b>Ro/Ro</b>	399,000 units
<b>Lo/Lo</b>	424,000 TEUS
<b>Liquid Bulk</b>	2.8m tonnes
<b>Dry Bulk</b>	1.35m tonnes
<b>Break Bulk</b>	0.276m tonnes
<b>Trade Cars</b>	132,000 cars
<b>Passenger Nos.</b>	1.28m
<b>Tourist Cars</b>	237,000 cars
<b>Ship Nos.</b>	6361 trading vessels including 37 cruise liners

## 1999 (Estimated)

<b>Total Tonnage</b>	20m tonnes
<b>Ro/Ro</b>	446,000 units
<b>Lo/Lo</b>	442,000 Teus
<b>Liquid Bulk</b>	3.3m tonnes
<b>Dry Bulk</b>	1.6m tonnes
<b>Break Bulk</b>	0.24m tonnes
<b>Trade Cars</b>	124,000 cars
<b>Passengers</b>	1.4m
<b>Tourist Cars</b>	270,000 cars
<b>Ship Nos.</b>	7,200 trading vessels including 37 cruise liners



Tonnage Throughput 1993 - 1999  
Tonnes - Millions



# Dublin Port

## 800 AD - 2000 AD

**T**he 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 estab-

lishment 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 sea-





## 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





wards 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 deeper water 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 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.



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.





# Serious questions need...



# ...in depth answers!

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e-mail Webmaster: [webmaster@marine.ie](mailto:webmaster@marine.ie)  
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FORAS NA MARA

**DUBLIN**



**LIVERPOOL**

## THE VITAL GATEWAY FOR IRISH TRADE

with UK, Europe and beyond

More and more Irish exporters and importers are moving their International trade along the Dublin - Liverpool Irish Sea central corridor. Over 60% of all unitted 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 £27 million on two new river berths which from 2001 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

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**



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. The company strongly believes that this is necessary 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.

The Dublin Port Tunnel is essential to assist the city's traffic problem. The Tunnel will add to the quality of life of the people of Dublin while supporting the economic well being of the Nation.

### **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.





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**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 2000

JANUARY			FEBRUARY			MARCH			APRIL						
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m				
<b>1</b>	0107 1-28 0759 3-49 Sa 1335 1-56 2013 3-69	<b>16</b>	0651 3-52 1226 1-36 Su 1907 3-77	<b>1</b>	0220 1-43 0902 3-59 Tu 1455 1-39 2129 3-59	<b>16</b>	0150 1-15 0838 3-83 W 1426 1-03 2106 3-98	<b>1</b>	0143 1-58 0828 3-46 W 1426 1-43 2105 3-48	<b>16</b>	0141 1-30 0826 3-80 Th 1419 0-99 2101 3-88	<b>1</b>	0301 1-31 0939 3-57 Sa 1525 1-05 2207 3-61	<b>16</b>	0325 1-03 1008 4-12 Su 1553 0-62 2238 3-95
<b>2</b>	0206 1-27 0852 3-59 Su 1434 1-44 2106 3-71	<b>17</b>	0101 1-08 0756 3-67 M 1334 1-22 2014 3-91	<b>2</b>	0309 1-31 0950 3-73 W 1541 1-24 2215 3-66	<b>17</b>	0252 1-00 0939 4-05 Th 1525 0-78 2205 4-13	<b>2</b>	0244 1-42 0923 3-60 Th 1516 1-25 2154 3-58	<b>17</b>	0245 1-13 0927 4-01 F 1518 0-76 2200 4-01	<b>2</b>	0340 1-12 1015 3-69 Su 1600 0-87 2241 3-70	<b>17</b>	0408 0-89 1052 4-19 M 1634 0-57 2314 3-96
<b>3</b>	0254 1-22 0937 3-71 M 1522 1-31 2153 3-74	<b>18</b>	0204 0-97 0855 3-88 Tu 1435 1-00 2115 4-08	<b>3</b>	0353 1-18 1032 3-85 Th 1621 1-09 2256 3-71	<b>18</b>	0347 0-84 1032 4-26 F 1618 0-56 2257 4-22	<b>3</b>	0330 1-25 1010 3-72 F 1557 1-07 2235 3-66	<b>18</b>	0339 0-94 1022 4-20 Sa 1608 0-57 2250 4-09	<b>3</b>	0412 0-94 1048 3-81 M 1629 0-70 2309 3-80	<b>18</b>	0446 0-80 1130 4-20 Tu 1711 0-58 O 2345 3-95
<b>4</b>	0336 1-16 1015 3-82 Tu 1603 1-19 2234 3-76	<b>19</b>	0302 0-83 0950 4-10 W 1532 0-76 2211 4-23	<b>4</b>	0431 1-05 1110 3-93 F 1656 0-97 2331 3-75	<b>19</b>	0435 0-71 1120 4-41 Sa 1706 0-41 O 2345 4-24	<b>4</b>	0410 1-08 1048 3-82 Sa 1632 0-91 2310 3-73	<b>19</b>	0424 0-79 1109 4-32 Su 1652 0-46 2333 4-11	<b>4</b>	0442 0-76 1117 3-95 Tu 1659 0-55 ● 2338 3-91	<b>19</b>	0521 0-75 1202 4-16 W 1745 0-65
<b>5</b>	0412 1-09 1052 3-92 W 1639 1-08 2311 3-78	<b>20</b>	0354 0-70 1042 4-30 Th 1625 0-54 2304 4-33	<b>5</b>	0506 0-95 1144 3-97 Sa 1730 0-86 ●	<b>20</b>	0520 0-64 1204 4-47 Su 1751 0-35	<b>5</b>	0443 0-93 1119 3-89 Su 1703 0-77 2338 3-78	<b>20</b>	0504 0-69 1148 4-37 M 1733 0-44 O	<b>5</b>	0511 0-60 1149 4-09 W 1731 0-43	<b>20</b>	0011 3-95 0555 0-73 Th 1233 4-10 1818 0-73
<b>6</b>	0448 1-02 1127 3-99 Th 1714 0-99 ● 2347 3-79	<b>21</b>	0445 0-62 1130 4-45 F 1714 0-39 O 2354 4-35	<b>6</b>	0004 3-77 0540 0-87 Su 1213 3-99 1802 0-79	<b>21</b>	0027 4-19 0602 0-62 M 1244 4-46 1833 0-39	<b>6</b>	0514 0-80 1148 3-96 M 1733 0-66 ●	<b>21</b>	0008 4-07 0542 0-65 Tu 1223 4-34 1811 0-49	<b>6</b>	0011 4-00 0547 0-46 Th 1226 4-19 1808 0-37	<b>21</b>	0040 3-94 0629 0-75 F 1307 4-01 1850 0-85
<b>7</b>	0524 0-97 1201 4-02 F 1749 0-93	<b>22</b>	0531 0-59 1216 4-52 Sa 1804 0-33	<b>7</b>	0033 3-78 0612 0-82 M 1243 4-00 1833 0-73	<b>22</b>	0105 4-09 0641 0-67 Tu 1322 4-38 1914 0-52	<b>7</b>	0006 3-84 0542 0-69 Tu 1216 4-04 1802 0-56	<b>22</b>	0037 4-01 0618 0-66 W 1257 4-27 1846 0-61	<b>7</b>	0047 4-06 0626 0-40 F 1308 4-23 1849 0-41	<b>22</b>	0114 3-91 0704 0-82 Sa 1346 3-88 1926 0-99
<b>8</b>	0022 3-77 0559 0-94 Sa 1233 4-02 1825 0-90	<b>23</b>	0041 4-29 0618 0-63 Su 1301 4-51 1851 0-36	<b>8</b>	0104 3-79 0643 0-80 Tu 1317 4-01 1905 0-70	<b>23</b>	0142 3-96 0721 0-77 W 1402 4-24 1955 0-71	<b>8</b>	0036 3-89 0615 0-61 W 1250 4-11 1836 0-50	<b>23</b>	0108 3-94 0653 0-72 Th 1332 4-15 1921 0-77	<b>8</b>	0129 4-05 0710 0-44 Sa 1355 4-17 1934 0-57	<b>23</b>	0153 3-83 0745 0-94 Su 1430 3-72 2009 1-16
<b>9</b>	0056 3-75 0634 0-96 Su 1307 3-98 1900 0-90	<b>24</b>	0128 4-16 0703 0-74 M 1346 4-42 1939 0-48	<b>9</b>	0141 3-77 0718 0-81 W 1355 3-99 1942 0-70	<b>24</b>	0220 3-81 0800 0-92 Th 1445 4-05 2037 0-94	<b>9</b>	0111 3-92 0650 0-57 Th 1328 4-13 1912 0-51	<b>24</b>	0143 3-86 0729 0-82 F 1413 3-98 1957 0-97	<b>9</b>	0216 3-98 0759 0-59 Su 1448 4-04 2024 0-82	<b>24</b>	0240 3-70 0833 1-11 M 1523 3-53 2058 1-36
<b>10</b>	0131 3-70 0711 1-00 M 1343 3-92 1936 0-91	<b>25</b>	0214 3-98 0748 0-89 Tu 1433 4-27 2028 0-68	<b>10</b>	0220 3-73 0756 0-87 Th 1438 3-95 2023 0-77	<b>25</b>	0304 3-65 0844 1-11 F 1533 3-83 2122 1-19	<b>10</b>	0150 3-90 0729 0-61 F 1413 4-10 1955 0-61	<b>25</b>	0223 3-75 0810 0-98 Sa 1458 3-78 2040 1-19	<b>10</b>	0312 3-84 0856 0-81 M 1551 3-85 2126 1-12	<b>25</b>	0332 3-52 0930 1-29 Tu 1626 3-35 2200 1-55
<b>11</b>	0210 3-64 0748 1-08 Tu 1424 3-84 2014 0-95	<b>26</b>	0302 3-78 0835 1-09 W 1522 4-08 2118 0-92	<b>11</b>	0306 3-66 0841 0-97 F 1527 3-88 2111 0-89	<b>26</b>	0353 3-50 0936 1-31 Sa 1631 3-61 2215 1-42	<b>11</b>	0237 3-83 0816 0-73 Sa 1504 4-00 2044 0-81	<b>26</b>	0309 3-61 0858 1-18 Su 1551 3-56 2130 1-41	<b>11</b>	0419 3-70 1011 1-04 Tu 1707 3-69 ) 2246 1-36	<b>26</b>	0435 3-35 1039 1-42 W 1741 3-24 ( 2311 1-65
<b>12</b>	0255 3-57 0828 1-17 W 1509 3-76 2058 1-00	<b>27</b>	0353 3-59 0927 1-29 Th 1617 3-87 2211 1-16	<b>12</b>	0400 3-58 0934 1-12 Sa 1624 3-80 ) 2210 1-05	<b>27</b>	0452 3-37 1038 1-50 Su 1741 3-43 ( 2319 1-59	<b>12</b>	0330 3-72 0909 0-93 Su 1603 3-86 2143 1-06	<b>27</b>	0405 3-44 0958 1-39 M 1700 3-37 2235 1-61	<b>12</b>	0540 3-63 1135 1-14 W 1827 3-62	<b>27</b>	0555 3-25 1151 1-45 Th 1853 3-24
<b>13</b>	0344 3-49 0915 1-28 Th 1558 3-70 2149 1-07	<b>28</b>	0450 3-44 1025 1-47 F 1719 3-68 ( 2310 1-36	<b>13</b>	0503 3-52 1039 1-26 Su 1730 3-74 2321 1-19	<b>28</b>	0606 3-31 1151 1-60 M 1856 3-36	<b>13</b>	0435 3-60 1018 1-15 M 1714 3-73 ) 2259 1-29	<b>28</b>	0517 3-31 1111 1-53 Tu 1820 3-27 ( 2348 1-70	<b>13</b>	0009 1-45 0658 3-67 Th 1256 1-08 1945 3-67	<b>28</b>	0023 1-65 0707 3-25 F 1300 1-36 1955 3-30
<b>14</b>	0439 3-44 1011 1-37 F 1655 3-66 ) 2249 1-12	<b>29</b>	0555 3-35 1130 1-59 Sa 1826 3-55	<b>14</b>	0618 3-52 1158 1-31 M 1847 3-74	<b>29</b>	0030 1-65 0722 3-34 Tu 1312 1-57 2004 3-39	<b>14</b>	0555 3-55 1144 1-26 Tu 1836 3-68	<b>29</b>	0640 3-27 1232 1-54 W 1932 3-29	<b>14</b>	0126 1-37 0811 3-81 F 1407 0-92 2054 3-78	<b>29</b>	0128 1-54 0807 3-32 Sa 1356 1-21 2047 3-41
<b>15</b>	0542 3-44 1117 1-41 Sa 1758 3-68 2355 1-13	<b>30</b>	0013 1-48 0701 3-36 Su 1241 1-62 1934 3-50	<b>15</b>	0037 1-23 0732 3-63 Tu 1315 1-23 2000 3-84	<b>30</b>	0023 1-37 0715 3-62 W 1305 1-19 1952 3-74	<b>15</b>	0023 1-37 0715 3-62 W 1305 1-19 1952 3-74	<b>30</b>	0105 1-65 0752 3-33 Th 1346 1-42 2034 3-39	<b>15</b>	0233 1-21 0915 3-98 Sa 1505 0-74 2151 3-89	<b>30</b>	0219 1-37 0855 3-44 Su 1441 1-03 2129 3-53
		<b>31</b>	0118 1-50 0804 3-45 M 1356 1-54 2035 3-53					<b>31</b>	0211 1-50 0851 3-45 F 1441 1-24 2126 3-50						

DATUM OF PREDICTIONS = CHART DATUM : 0.20 METRES ABOVE ORDNANCE DATUM (DUBLIN)

PROUDMAN OCEANOGRAPHIC LABORATORY, BIDSTON OBSERVATORY, BIRKENHEAD, MERSEYSIDE, UK.

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# Tariffs on Vessels (Tonnage Rates) Operative: 1st January 1998

## 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 IRE£39 per voyage will be charged on all vessels except those charged under Section 6 and 7 Part II (ordinary tonnage rates).

PART I	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	£0.120	
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



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, dor-mobiles, 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 (Cargo Dues)

*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)

### Dry Bulk

04	Cereals and cereal preparations	£1.05
08	Feeding stuff for animals (excluding unmilled cereals)	£1.05
27	Crude fertilisers & minerals, excluding petroleum and precious stones	£1.01
28	Metalliferous ores and metal scrap	
	Metal scrap	74p
	Ores and concentrates, other items	79p
32	Bituminous Coal, Coke & Briquettes	95p
	Smokeless	85p
	Peat Moss in bulk	71p
56	Fertilisers, manufactured	£1.01
67	Iron and Steel	
	Tubes and pipes fabricated	£1.39
	Other Items	£1.12

### Break Bulk

24	Cork and Wood	
	Softwood (1.4 cub. metres = 1 tonne)	£1.08
	Hardwood	£1.58
63	Cork & Wood manufactures (excluding furniture)	
	Veneers	£2.39
	Other Items	£1.58
64	Paper paperboard & articles of paper pulp, of paper or of paperboard	
	Liner Board	£1.12
	Other items	£1.58

### Liquid Bulk

33	Petroleum, petroleum products and related materials	
	Spirits: White Spirits, Motor Spirit, Aviation Spirit, Naphtha	£1.99
	Lubricating oils	£1.99
	Fuel Oils: Gas oil, diesel, vapourising oil, kerosene, light fuel oil, medium fuel oil, aviation turbine fuel and similar oils	£1.58
	Petroleum Bitumen	£1.15
	Other Fuel Oil: Heavy fuel oil, residual fuel oil, creosote, tar oil etc.	£1.47
34	Gas, natural and manufactured	£1.99



**Ro/Ro**

78 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

**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

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

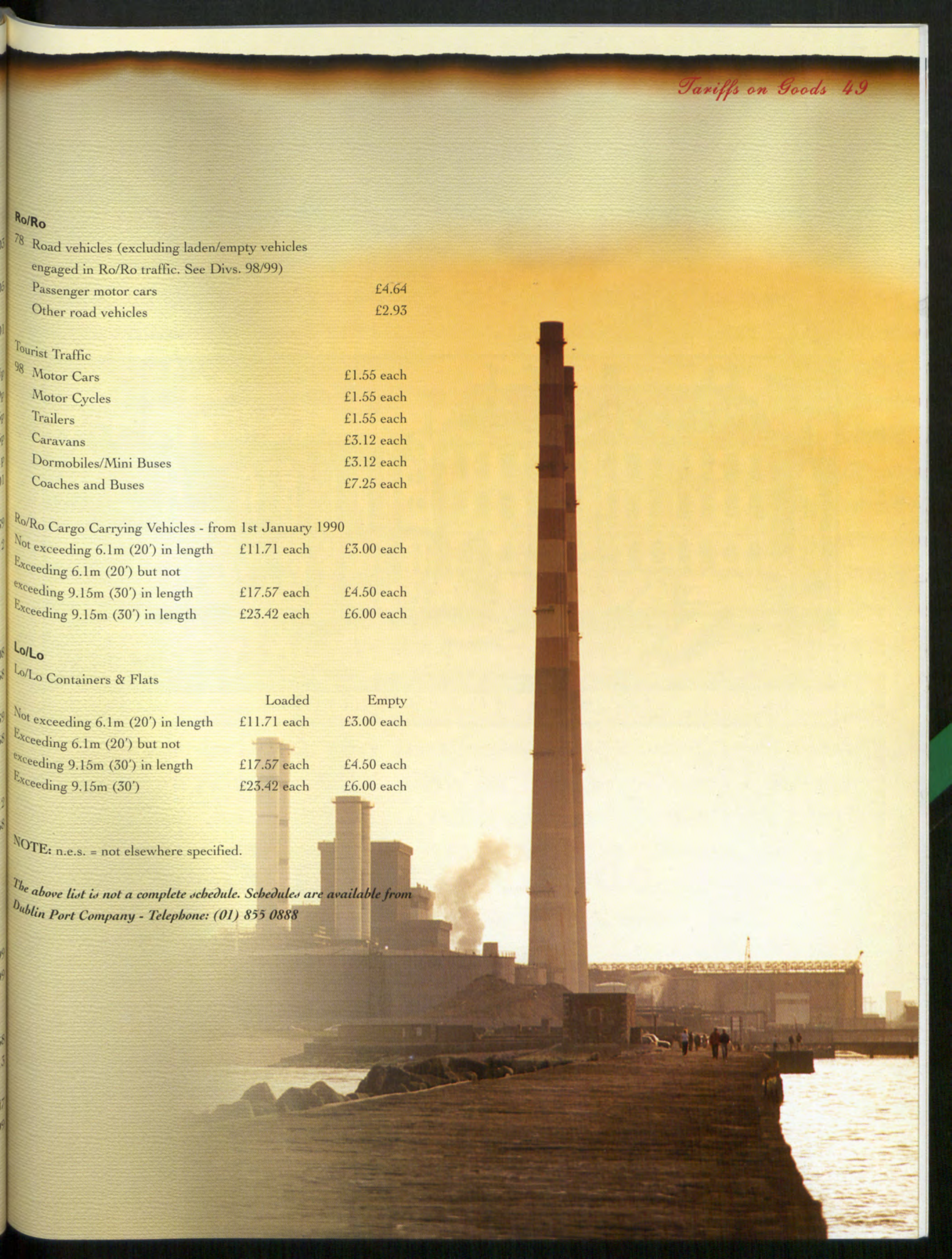
Not exceeding 6.1m (20') in length	£11.71 each	£3.00 each
Exceeding 6.1m (20') but not exceeding 9.15m (30') in length	£17.57 each	£4.50 each
Exceeding 9.15m (30') in length	£23.42 each	£6.00 each

**Lo/Lo**

<b>Lo/Lo Containers &amp; Flats</b>		
	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

**NOTE:** n.e.s. = not elsewhere specified.

*The above list is not a complete schedule. Schedules are available from Dublin Port Company - Telephone: (01) 855 0888*

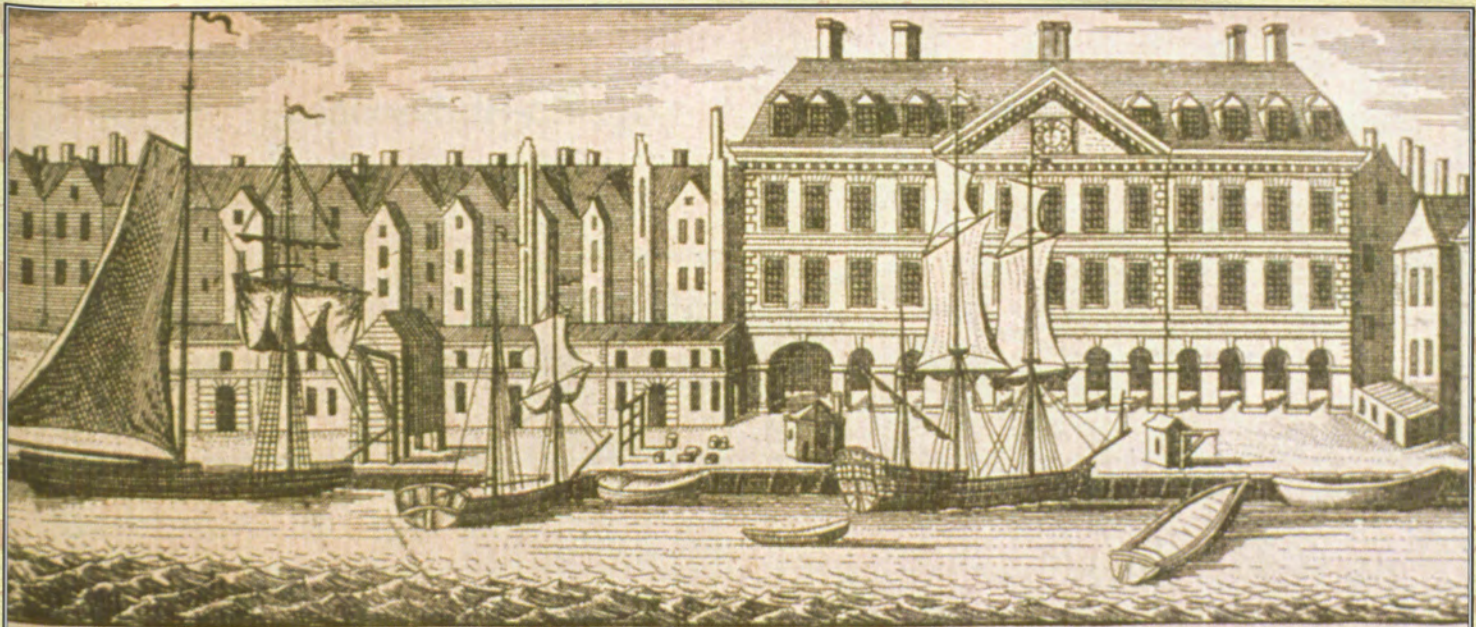








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- Site based engineers (larger projects)
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I.S. EN ISO 9001

### 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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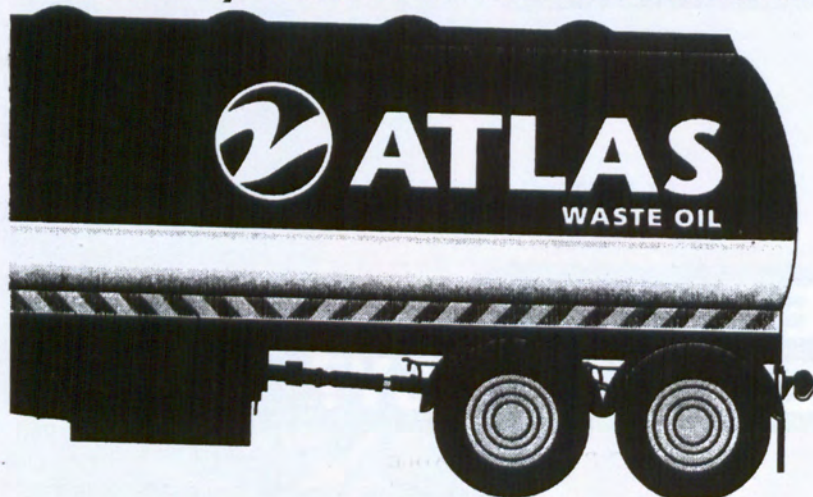
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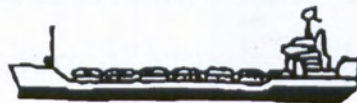
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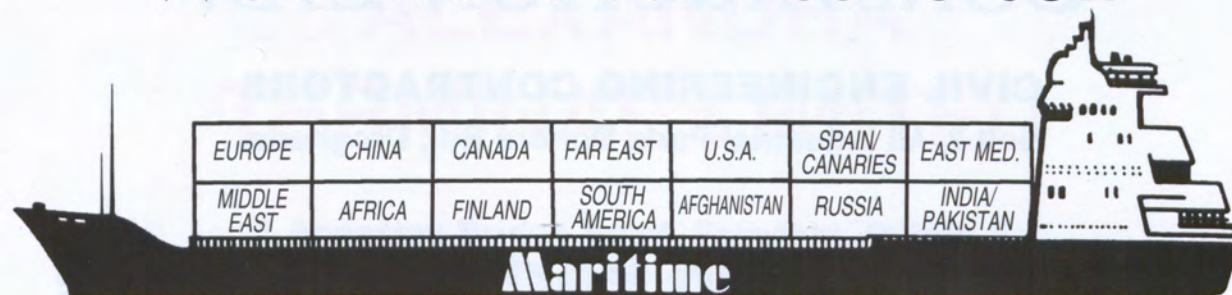
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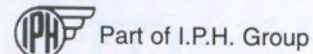
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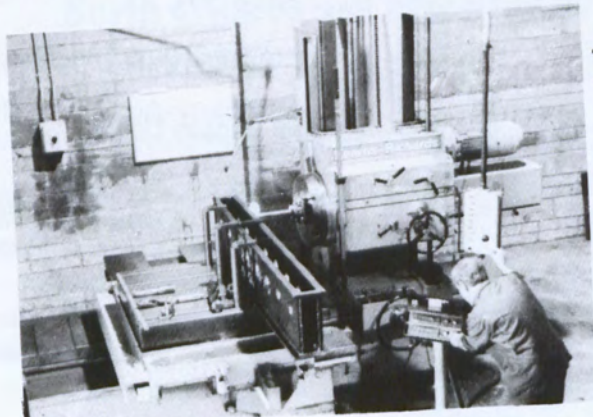
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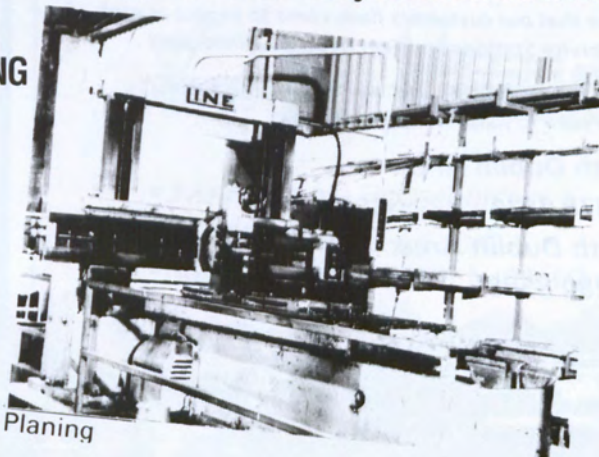
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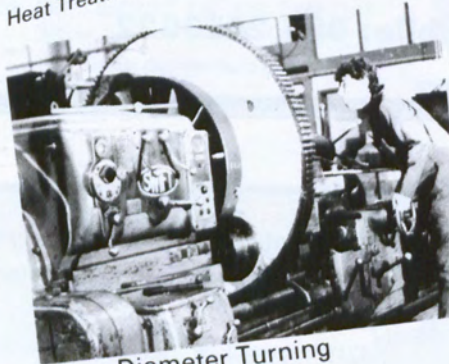
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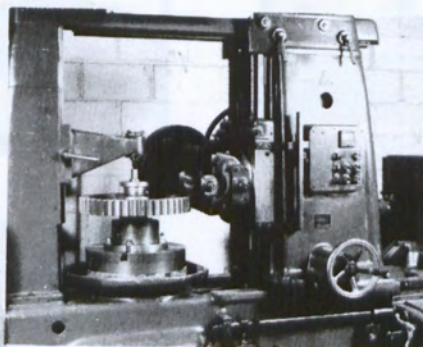


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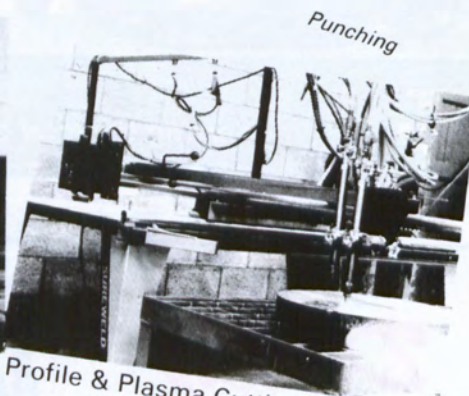
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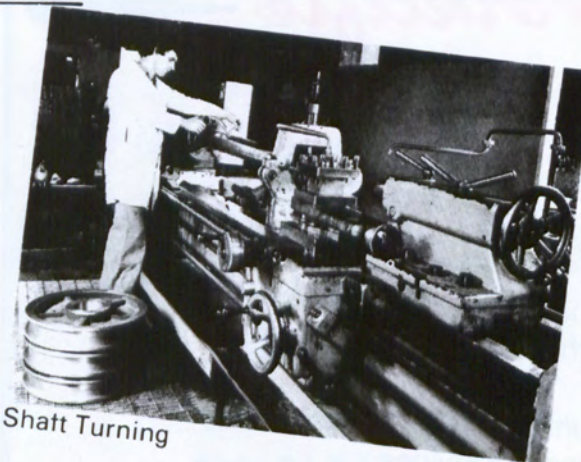
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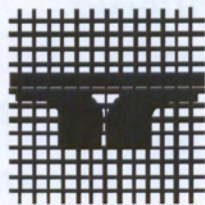
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