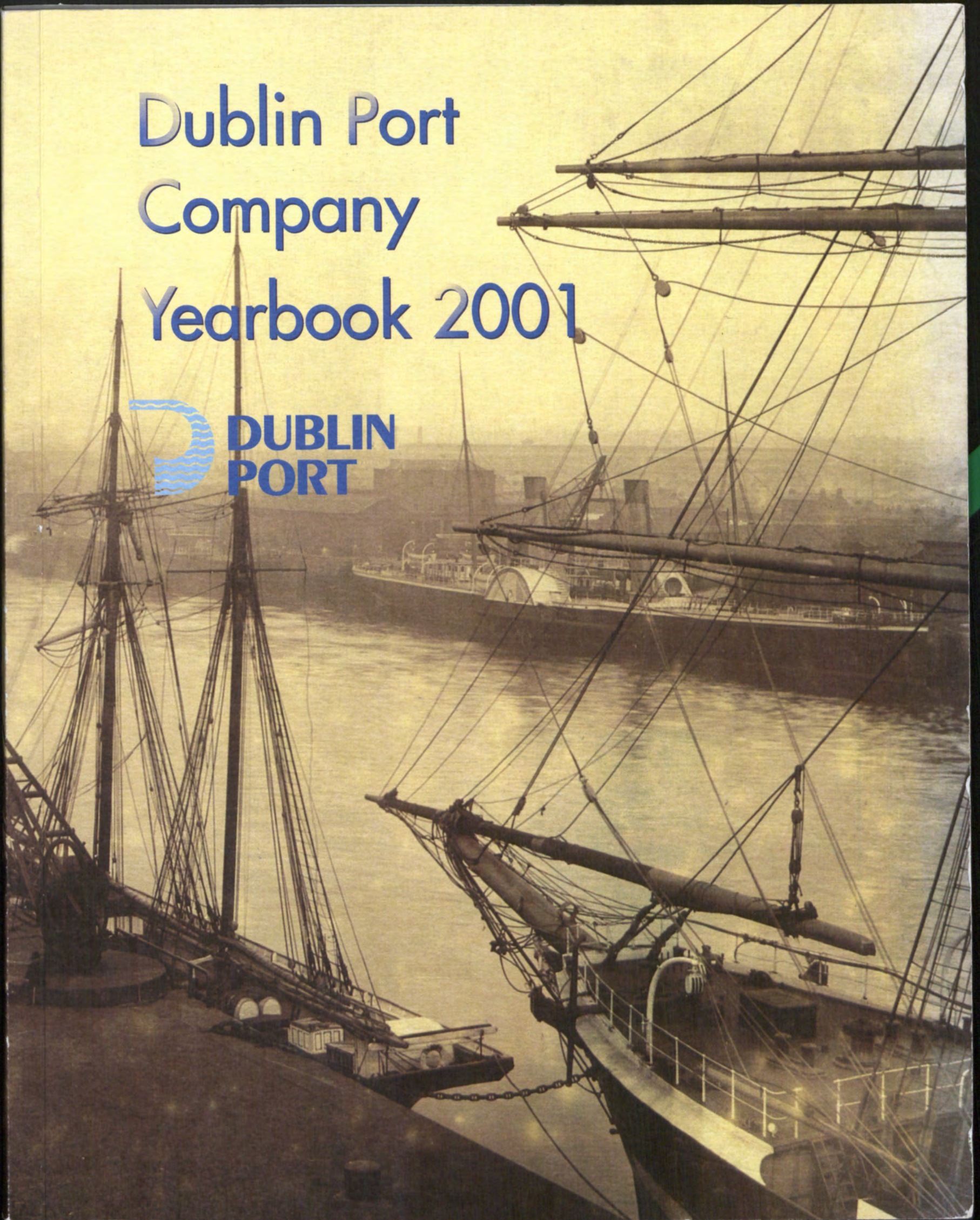


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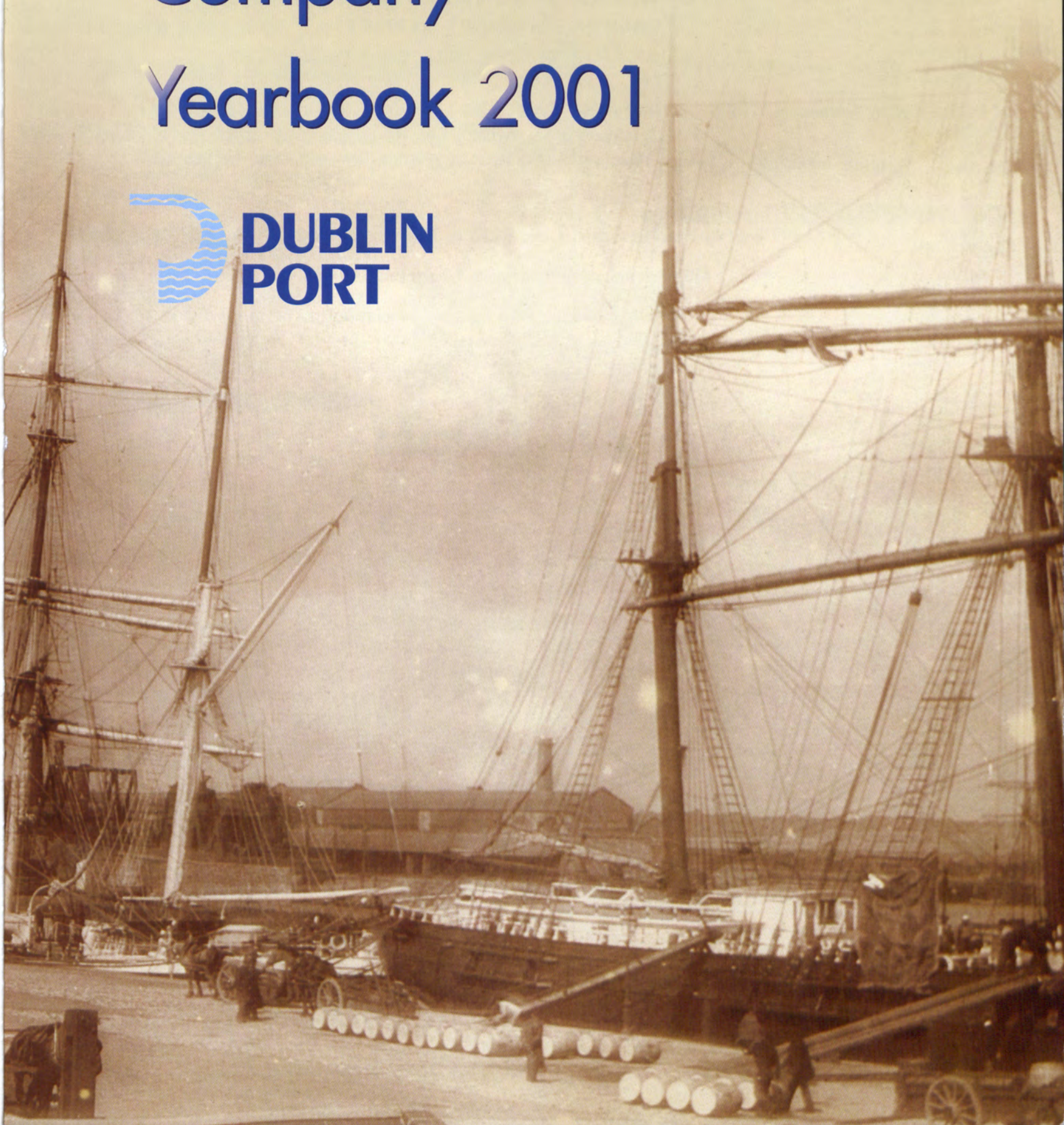


A DIVISION OF IRISH FERRIES LIMITED.

Contact:
BOB RICHARDSON,
General Manager

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

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OFFICES AND SERVICES

HEAD OFFICE

Dublin Port Company, Port Centre, Alexandra Road, Dublin 1.

ALL DEPARTMENTS

Administration, Harbour, Engineering, Financial, Personnel

Tel: 353 1 8876000/8550888 Fax: 353 1 8551241

E-mail: dubport@dublin-port.ie

FAX NOS.

Administration	855 1241
Harbour	855 3423
Engineering	855 0487
Financial	836 5142
Marketing / PR	855 7400
Personnel	855 0416

DIRECT LINES

HARBOUR POLICE

Control Centre	836 3836
Superintendent	836 3843
Deputy Superintendent	855 5620

FIRE PROTECTION

Deputy Superintendent	855 7445
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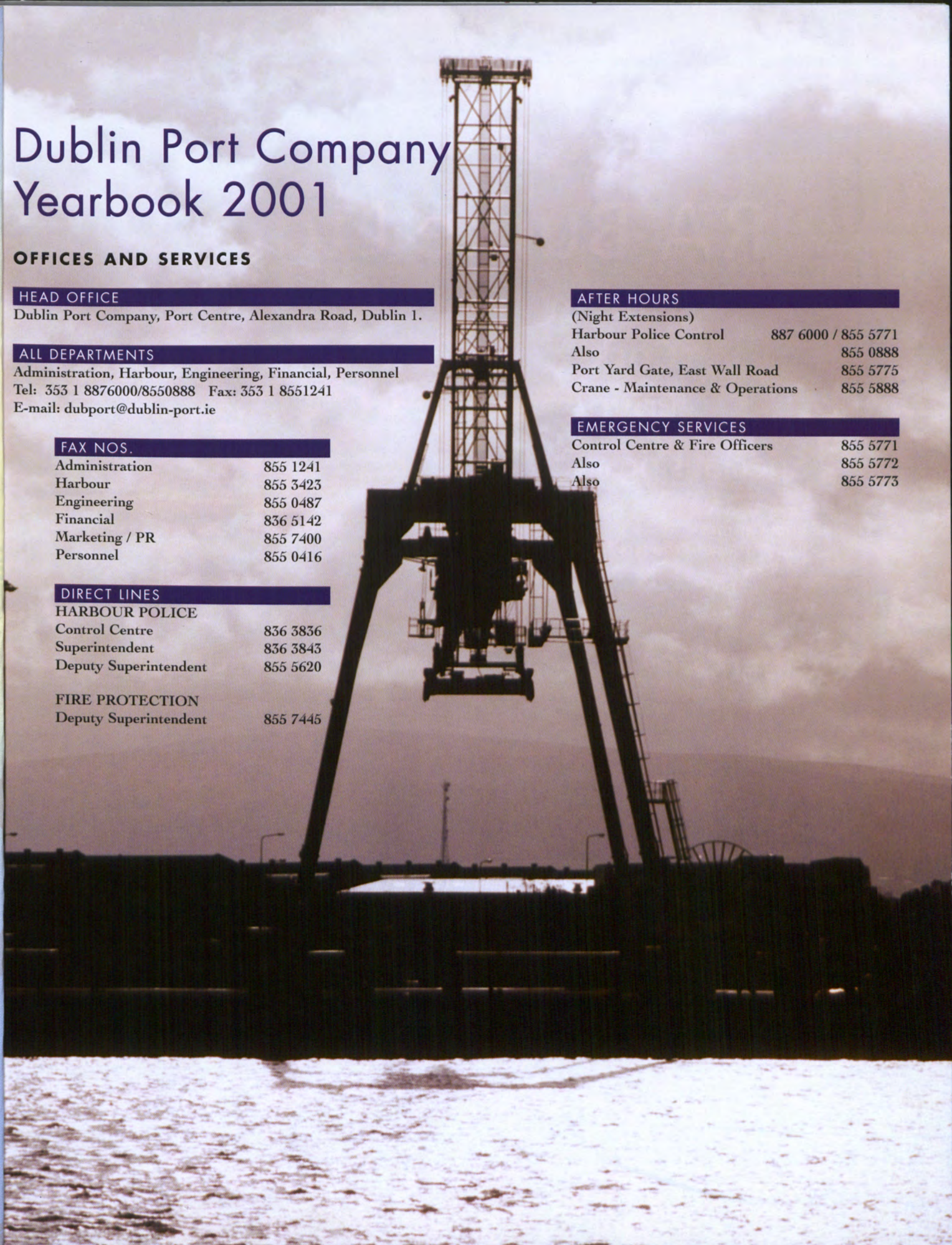
AFTER HOURS

(Night Extensions)

Harbour Police Control	887 6000 / 855 5771
Also	855 0888
Port Yard Gate, East Wall Road	855 5775
Crane - Maintenance & Operations	855 5888

EMERGENCY SERVICES

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Also	855 5772
Also	855 5773



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Chairman's Foreword

The workers at Dublin Port can walk tall these days. Indeed a standing ovation would not be misplaced because their contribution to the Company's outstanding performance has helped to ensure that the Company has comfortably exceeded the core commercial objectives set by the shareholder on Vesting Day in March 1997.

Impressive annual increases in trade through the port have seen tonnage soar from 15.2m tonnes in 1996 to a record 21m tonnes in the year 2000. There were 7650 ship arrivals in 2000 compared to 6441 in 1996. Unitised trade now accounts for 75% of total trade.

Dublin Port Company has maintained a programme of investment in infrastructural development and renewal ensuring quayside "state of the art" facilities. These include modern and comfortable arrival and departure lounges to accommodate increasing passenger flows.

The Company's financial performance has reflected this impressive year on year trading growth. From resulting surpluses the Board has allocated substantial sums to the development of the Superannuation Fund. The funding schedule designed to ensure the resources necessary to meet the liabilities of the employees Superannuation Scheme(s) is well on course to

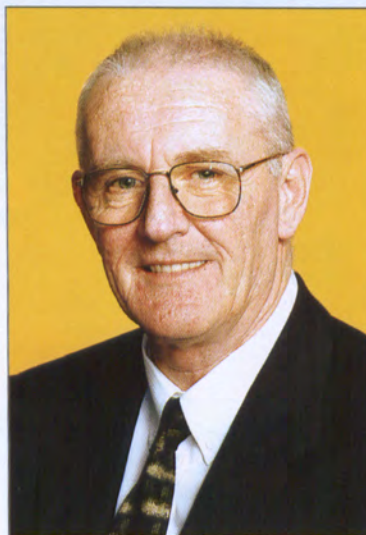
be completed successfully by the designated year 2008.

Much of the capital development monies expended have also been generated from these positive cash flows. At the same time the Board's policy has been to reduce unitised prices charged for services to port users. We are sure that the resultant significantly lower prices have contributed measurably to the competitiveness of port users.

The longest sustained period of unprecedented economic growth in Ireland has introduced challenging new problems. Labour surpluses and involuntary emigration have been replaced with labour shortages and immigration with serious and potentially negative implications for both future economic growth and social equilibrium.

The future well being of the Nation cannot be secured with the plans of yesteryear. The metamorphosis which has transformed the economic and social reality, prompting Celtic Tiger status, has assigned yesteryear's preferred solutions, designed to treat the ailments of the "Basket Case Economy" to the baggage of history.

Notwithstanding "Public Enemy No. 1" i.e. **GRIDLOCK**, the city moves only imperceptibly towards the initiation of the "Port Tunnel" project. It is reassuring to see that the Eastern By



*Edmund Browne,
Chairman*

Pass is back on the political agenda and we hope this will be a continuation of the Tunnel.

The infill project is a crucial part of the solution to the capacity constraints of the port. Sadly it continues to attract odious attention from some who regrettably seem more intent on their aspirations to political greatness than with providing their community with the objective facts of the situation.

The ever widening gap between infrastructure development, public transport development and the demands of economic and industrial growth requires resolute and courageous action from Government if the core competitiveness of the economy is to be rescued from approaching downturn. There is an overwhelming need for strong central leadership to fast track vital national and local development projects to meet the economic, social and industrial needs of the whole country.

I am proud of the achievements of the team at Dublin Port. Each member has contributed to the Company's great success as a strategically vital component of the city and national distribution networks, and in responding to the needs of both business and the general public in times of unprecedented economic prosperity. We are confident that we can maintain our valuable contribution to economic growth in the future.

The Board's priorities include environmental excellence, enhancing relations with our neighbours, innovative logistical solutions to movements in and out of the port, and developing effective working partnerships within the port community, with the port stakeholders and with the shareholders.

Operating costs and prices for services will remain a major preoccupation.

We await the arrival of three new superferries to the port in 2001. P&O, Irish Ferries and Stena Line will introduce new larger vessels. We bid an enthusiastic *Céad Míle Fáilte* to these new modern vessels which will enhance capacity and competitiveness on the routes. Major capital development to complete preparations to receive these new superferries will feature in the year ahead.

E. D. Browne
CHAIRMAN

Chief Executive's Foreword

Throughput at Dublin Port in 2000 was over 21 million tonnes and again was the highest ever recorded for any port on the island. It further consolidates our position as port of first choice in Ireland.

As in previous years ro/ro remains the single biggest mode accounting for 53% of the total. The five ferry companies operating from Dublin between them provide 16 sailings daily to the UK connecting with Liverpool, Holyhead and Heysham. Passenger and tourism traffic generally continues to grow emphasizing the popularity of these services with both freight and tourism users.

Lo/lo continues to grow and, despite some difficulties at MTL container terminal, amounted to 22% of overall throughput.

The other modes too performed very satisfactorily making a very positive and encouraging start to the new Millennium.

Highlights of 2000

- Investment in the port's facilities continued in 2000 with many significant projects under way and completed.
- Terminal No. 2 at Ferryport was officially opened in July.
- Work continues on the

Great South Wall and is scheduled for completion in early 2001 enhancing this great recreational and environmental amenity for the public.

- Work commenced on berth 51A where the first stage involves the provision of a new ramp for fast ferries. All passengers will then be able to use the facilities at Terminals No. 1 and 2.
- A new privately owned mobile crane was introduced to the Alexandra Quay and Ocean Pier areas during the year.
- Work is under way at Ferryport to restructure the area to accommodate the new Irish Ferries' superferry Ulysses due in early 2001.

Landscaping

- Work will begin in 2001 on landscaping the remaining areas of the northern perimeter of the port.
- We hope to commence a programme of cleaning up the general port area also in 2001.
- The designing of a new entrance to the port to complement the Dublin Port Tunnel and the East Point buildings will begin immediately.

The Future

We look forward with confidence that the good perform-



*Enda Connellan,
Chief Executive*

ances of recent years can be maintained. This confidence is shared by our ferry customers, three of whom have new ferries scheduled to arrive in Dublin in early 2001.

The new larger P&O Irish Sea ferry "European Ambassador" will arrive in January and as well as additional freight, it will add a new dimension to P&O operations at Dublin with capacity for over 400 passengers. We will replace the No. 4 ramp with a new two tier structure to accommodate this vessel during 2001.

In February the world's largest superferry "Ulysses" will arrive for Irish Ferries. Work is already under way to reorganize the Ferryport area to cater for the increased volumes of traffic which this new ferry will attract.

In late spring the new "Stena Forwarder" will arrive. Berth 51 has major enhancements scheduled to accommodate this vessel. These include the replacement of No. 1 ramp with a new two-tier structure.

A new gantry crane is scheduled to arrive at South Bank Quay in March substantially boosting the terminals ship to shore capabilities.

Work on the Dublin Port Tunnel will begin in early 2001 and is scheduled for completion in 2004. We will lose 30 acres of land at East Wall Road to this project.

We will reclaim 3.3 hectares east of berth 47 to cater for trade cars and have agreed terms with Dublin Corporation for other land usage in this area for the same purpose. Our application to reclaim 21 hectares is still ongoing. A new draft EIS has been prepared and made available to residents and local groups for their inputs as part of the consultation process.

The success story that is Dublin Port could not have been achieved without the cooperation, investment and the commitment of our customers and staff.

E. P. Connellan
CHIEF EXECUTIVE

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Directors



*E. D. Browne
Chairman*



E. Connellan



E. O'Brien



E. McAteer



E. J. Nolan



J. Stafford



B. W. Kerr



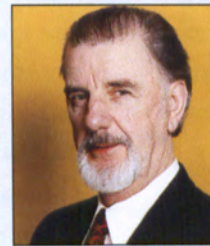
L. McCaffrey



R. Brady



S. Sleator



T. A. Geraghty



T. A. Linehan

Management Team



*Enda Connellan
Chief Executive*



*Joe Jones
Chief Operations Manager*



*Jerry Killeen
Chief Administrative Manager
and Secretary*



*Capt. Bob Wiltshire
Harbour Master*



*Tom Moroney
Personnel Manager*



*Barry Coll
Projects Development Manager*

Port Facilities & Services

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

Limits of Dublin Port

Under the 1996 Harbours Act the limits of Dublin Port consist 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 Lighthouse 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.

Anchorage

Anchorage is position 53°18.3' N, 6°05' W, sand over stiff marl. This anchorage is very exposed and a vessel should be prepared to leave at the first sign of a shift of Wind E.

For information on anchoring positions please refer to the appropriate admiralty chart for the area.

Approach and Berthage

The approach to the harbour of Dublin is well lighted and of easy access. There is a channel across the Bar which is 7.8m below L.A.T. Vessels drawing up to 10.2m can enter the port at high water of normal tides.

Vessels drawing up to 7m 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. 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.

Tides

Mean H.W. Springs Dublin Bar 4.1m.

Mean H.W. Neaps, 3.4m.

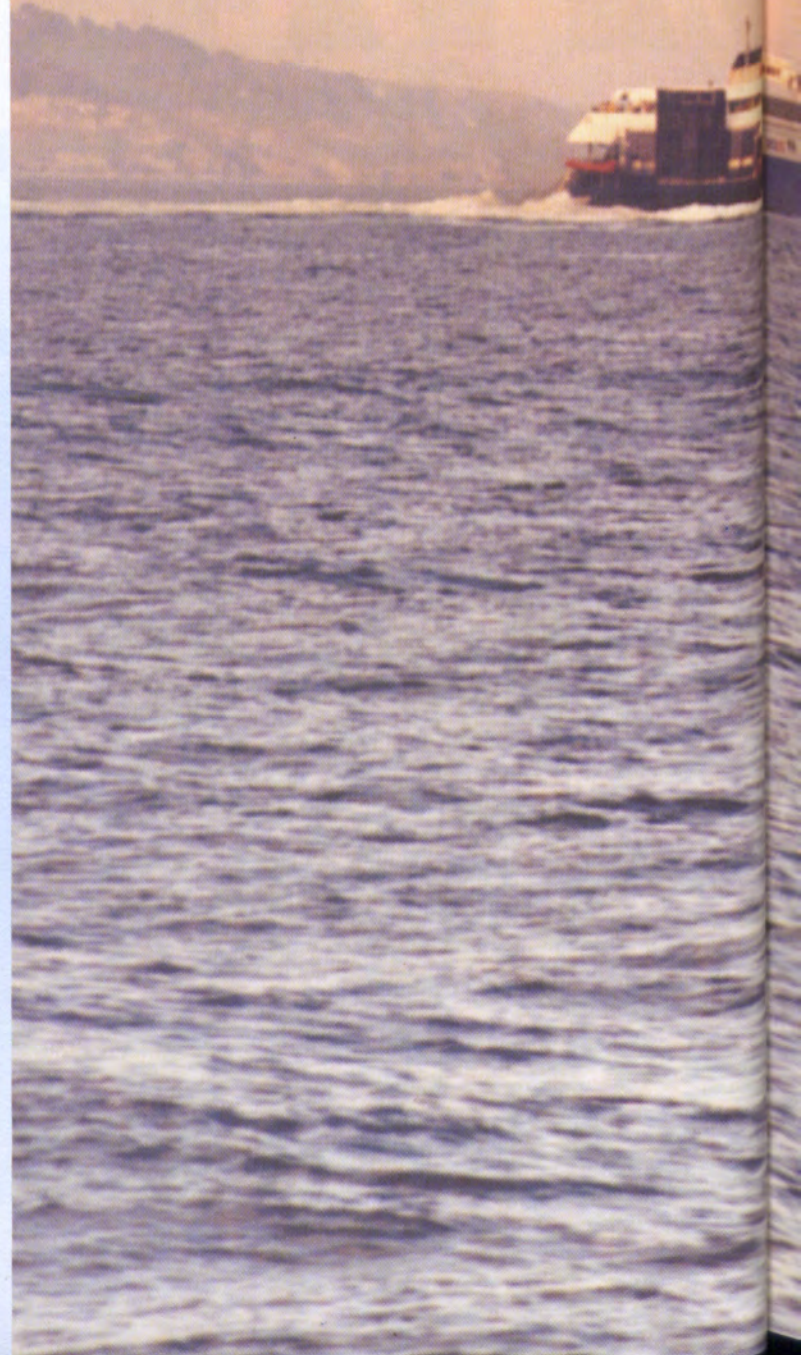
Prevailing winds are S.W.

All depths are referred to as 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 2.51m below Ordnance Datum Malin Head.

Verification of Depths

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







EAST POINT



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Verification of depths in the port should, therefore, be obtained from the Harbour Master's Department, Dublin Port Company, Port Centre, Alexandra Road, Dublin 1.

Pilotage

Dublin Port Company is the pilotage authority for the Dublin Pilotage District. The limits of the compulsory Pilotage District are the waters of the River Liffey below 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 in 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 Company has provided three modern diesel tugs fitted with twin Voith propellers. Two of 35 tonne bollard pull, one of 16 tonne bollard pull. They are equipped with VHF radio, Hague Channels 16, 12, 13, 9 and with modern fire pumps.



Diving

Dublin Port Company provides a full diving service catering for hull inspections, video inspections and propeller clearance. A fully equipped dive launch is available with a self contained supply of compressed air.

Graving Docks

Dublin Port has two graving 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 small or medium sized vessels.

The docks are currently leased to Harris Pye Dry Docks Ltd., specialists in ship repair, engineering and afloat work.

Electricity Supply

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

Equipment

One E.P. crane, 25 tonnes at 22m radius to 5 tonnes at 30m radius, and 1 x 6 tonnes E.P. crane.

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 135m long.

Stevedoring

Nine private companies, as per list, are licensed by Dublin Port Company to offer stevedoring services in the port.

Dublin Ferryport Terminals
Coastal Line Container Terminals

Dublin Port Stevedores
Marine Terminals Ltd.
Norse Merchant Ferries
Poolbeg Stevedoring
Portroe
P&O Irish Sea
Stena Line

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

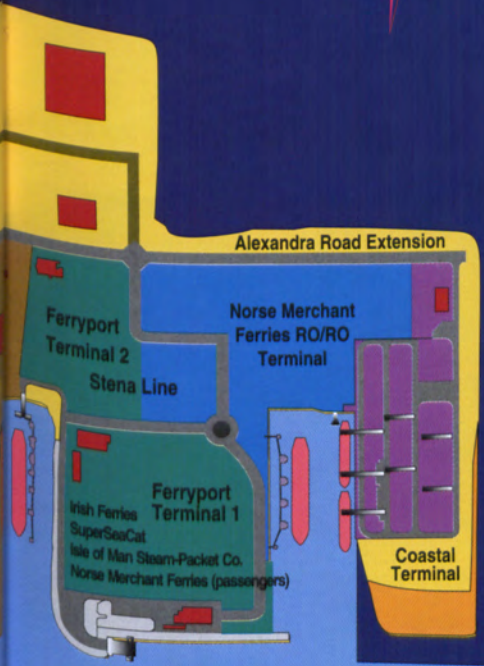
14 - Key Map of Dublin Port



Key Map



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



Fairway

Great South Wall



Lift On / Lift Off

Lo/lo is catered for in three dedicated lo/lo terminals which have 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 (DFT)
- Marine Terminals Ltd. (MTL)

In addition, containers are also handled by a 35 tonnes derrick crane and 2 x 64 tonnes mobile cranes at Ocean Pier West.

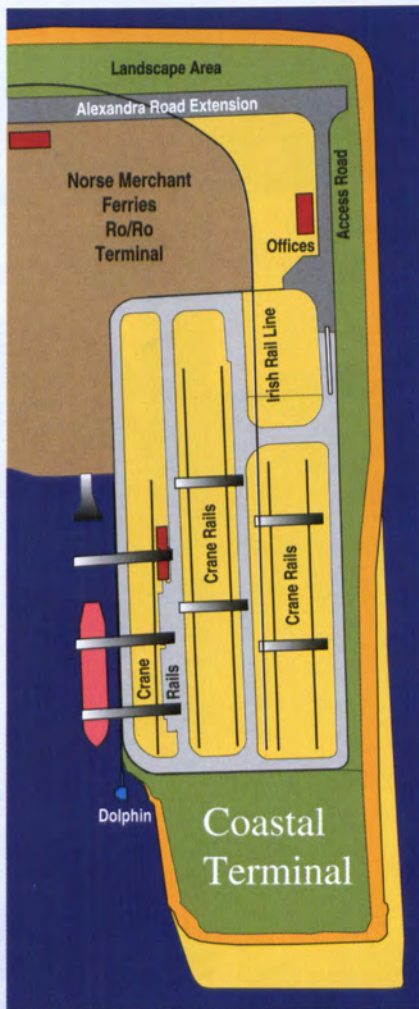


Coastal Line Container Terminal

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 (Cardiff, Liverpool, Greenock, Southampton and Thamesport) and two continental ports (Rotterdam and Antwerp).

The berth which is 140m in length is currently shared by Coastal and Norse Merchant Ferries.

Three gantry cranes and a recently commissioned ro/ro ramp (No. 8) are contained in this area.



Coastal Terminal, Map No. 1



A rail link is installed which connects the terminal to the Irish Rail Terminal at North Wall. This development enables 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 also links 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:	140 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:	6.85 hectares

Dublin Ferryport Terminals (DFT)

DFT's terminal provides lo/lo handling services to Eucon, Eurofeeders, HKCIL and Gracechurch. These companies service routes to Rotterdam, Antwerp, Tilbury, Le Havre, Southampton, Felixstowe, Thamesport and Cardiff. The terminal is equipped with two gantry cranes, seven straddle carriers, three RTG cranes and three 12 tonne fork-lift trucks. The area has undergone a further redevelop-

ment programme with expansion of the laden storage capacity utilising RTG cranes and an additional gate area. This complements the recent berth expansion to 300m 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.



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

TERMINAL DETAILS

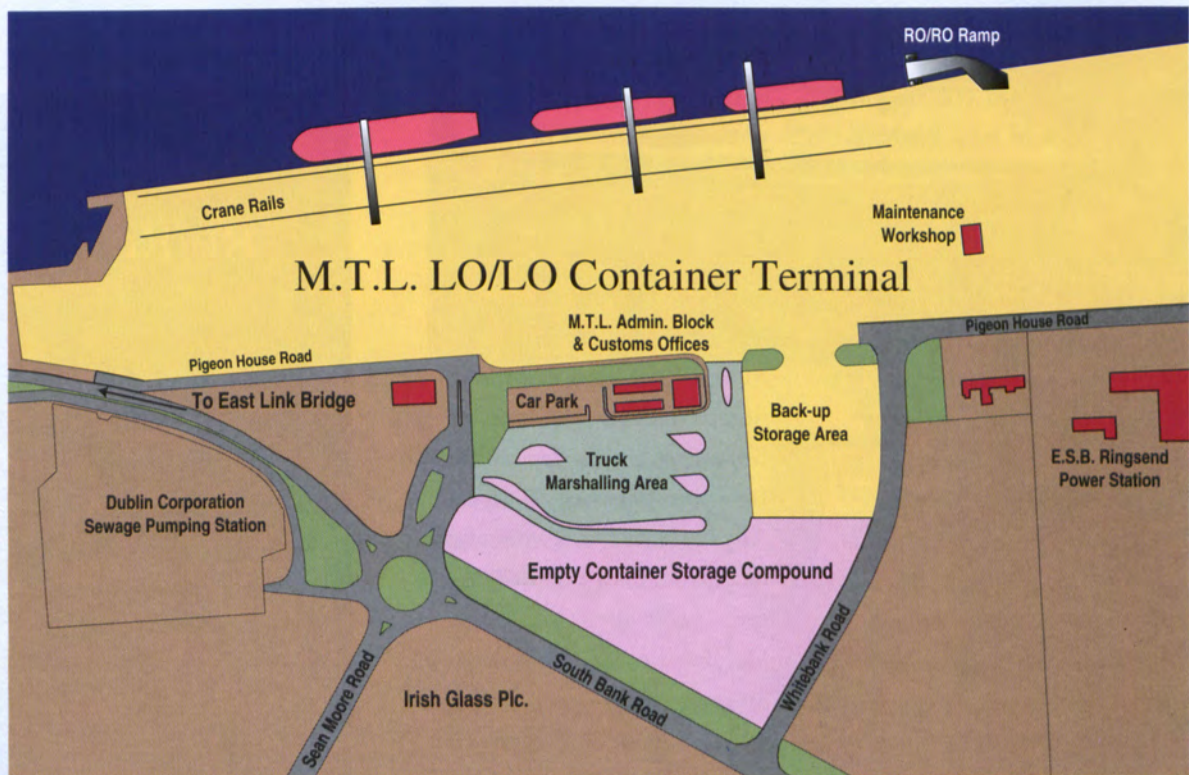
Length of Berth	300m
Depth at L.A.T.	7.5m standard
Cranes	1 x 32 tonnes gantry 1 x 40 tonnes gantry
Second-handling equipment	7 straddle carriers 3 x 40 tonnes RTG cranes 3 x 12 tonnes fork-lift trucks
Reefer Points	120 units
Area	11.5 hectares

Marine Terminals Ltd. (MTL)

MTL manages the South Bank Quay 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:	550 metres
Depth at L.A.T.	8.5 metres - 11 metres standard
Cranes:	1 x 40 tonnes gantry 2 x 30 tonnes gantries
Second-Handling Equipment:	5 Kalmar reach stackers
Reefer Points:	112 units
Area:	10 hectares



Roll On / Roll Off

Ro/ro freight is the major segment of the port's business with 451,000 freight units or 53% of total business in 1999.

Five ferry companies operate up to 18 sailings daily to the UK, connecting Dublin with Heysham, Holyhead, Liverpool and Douglas. These sailings cater for both the freight and tourism market.

In the last 6 years over IR£65m has been invested in port facilities with the major share of this going into the ro/ro sector. This investment level is scheduled to continue to ensure that our customers have state-of-the-art facilities to enable them to succeed in a very competitive market place.

Our continued investment in the ro/ro sector is being complemented by our customers investment in new ships. In February 1999 Norse Merchant Ferries introduced two new ropax ferries on the Liverpool service. This was followed in March 1999 by the introduction of the new fast craft SuperSeaCat III also on the Liverpool service and then in August Irish Ferries' new fast ferry Jonathan Swift came into operation on the Holyhead route. This investment programme is scheduled to continue in 2001 with new vessels scheduled for P&O Irish Sea, Irish Ferries and Stena Line.



Five ferry companies operate from three ro/ro terminals in the port.

TERMINAL

OPERATOR

Ferryport Terminal No. 1

Irish Ferries
SuperSeaCat
Isle of Man Steam Packet Co.
Norse Merchant Ferries (Pax.)

Ferryport Terminal No. 2
Terminal 3

Stena Line
P&O Irish Sea
Norse Merchant Ferries
(Freight)

Norse Merchant
Ferries Terminal



Ferryport Terminal No. 1

Irish Ferries

Irish Ferries, recently voted Ireland's best Ferry Company for the third year in succession, is Dublin Port's single largest passenger/ro-ro ferry services operator.

Building on an unbroken link with Dublin Port that dates back over two centuries, Irish Ferries has, in recent years, undertaken an investment and fleet modernisation programme amounting to over Euros400 million the vast bulk of which has been spent on the development of its services through Dublin Port.

Today, Irish Ferries operates up to six return sailings daily on the Dublin - Holyhead route transporting an estimated 1.2 million passengers and 350,000 vehicles through the port annually.

The pinnacle of Irish Ferries' commitment to

Dublin Port will be reached in Spring 2001 when the world's largest multi-purpose ferry Ulysses begins service of the Dublin - Holyhead route.

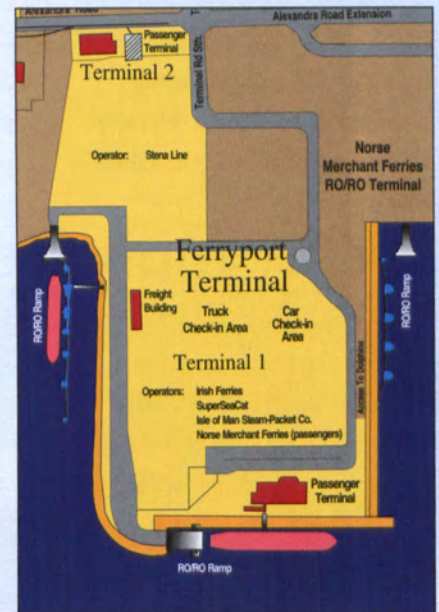
Ulysses will be the fourth new multi-purpose ferry built by Irish Ferries in recent years, all of which were introduced into service through Dublin Port.

Costing Euros100 million, the 50,000 tonnes Ulysses will bring unprecedented levels of luxury to travel on the Dublin - Holyhead route.

Operating two return sailings daily to/from Dublin Port, it will have capacity on each sailing for 2,000 passengers/crew and 1,300 tourist cars or 221 articulated trucks - transported on a car deck with over four kilometres of vehicle lane parking space.



The arrival of Ulysses follows the earlier introduction of the Isle of Innisfree (1995) and the two vessels currently operating between Dublin Port and Holyhead - the Isle of Inishmore (1997 the largest vessel of its kind in Northwest Europe) and the high-speed catamaran Jonathan Swift (1999).



Ferryport Terminal, Map No. 4

TERMINAL DETAILS

Ferryport Terminal No. 1 is a multi-user terminal containing the port's main passenger terminal building serviced by a two-tier ramp.

Length of Berth	213m
Depth at L.A.T.	11m standard
Ramp	
Upper Deck	
Length of Shore Ramp	43m
Width of Shore Ramp	10.8m at ship end
Maximum Vehicle Load	40 tonnes
Lower Deck	
Length of Shore Ramp	40m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	180 tonnes



Ferryport Terminal No. 1

SuperSeaCat

It's all change for the SuperSeaCat service from Dublin to Liverpool in 2001 particularly for the passengers as further improvements to the travelling experience continue. SuperSeaCat will be returning to Ferryport Terminal No. 1 early in the new year which it left temporarily in 1999. Meanwhile passengers leaving Dublin Port will be disembarking at the only floating terminal of its kind in Western Europe - Liverpool Pier Head

now has a floating terminal known as the Pontus.

SuperSeaCat Three continues to perform extremely well and the operators, Sea Containers Irish Sea Operations, are particularly pleased that passenger volumes held up very well despite the demise of on board duty free sales. Additional effort has been put in by the on board retail teams to maximise the new



look duty paid regime. Many of the products, notably tobacco and spirits have been bought in Ireland from Dublin ship suppliers because they can be purchased at cheaper rates than in the UK.

The SuperSeaCat will face stiffer competition on the Liverpool route this year but her unique selling point remains - she is still the fastest crossing between Ireland and Liverpool at 3hrs 45mins.

Isle of Man Steam Packet Company

Whilst the Year 2000 will long be remembered by party revellers and fire-work manufacturers it has been particularly memorable for the Isle of Man Steam Packet Company. The Company was formed in 1830 and so has now celebrated 170 years as the oldest continuous operating shipping company in the World.

The introduction of Seacat fastcraft on our Dublin/Isle of Man route provided excellent travel opportunities for passengers. With a crossing time of just 2 hours 45 minutes the fastcraft really does bring countries closer together.

In 2001 we will operate up to 4 sailings per week beginning

in April and ending September. Additional sailings are operated during the Christmas and New Year period.

The Year 2000 was a challenging year when facing loss of duty free sales on the route and competition from continental destinations.



TERMINAL DETAILS

Ferryport Terminal No. 1 is a multi-user terminal containing the port's main passenger terminal building serviced by a two-tier ramp.

Length of Berth	213m
Depth at L.A.T.	11m standard
Ramp	
Upper Deck	
Length of Shore Ramp	43m
Width of Shore Ramp	10.8m at ship end
Maximum Vehicle Load	40 tonnes
Lower Deck	
Length of Shore Ramp	40m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	180 tonnes

Ferryport Terminal No. 2

Stena Line

Stena Line is delighted to announce the introduction of a new Ropax (freight and passenger) ship to replace the Stena Challenger during Spring 2001, on the Dublin/Holyhead route, boosting both freight and passenger capacity.

The Stena Forwarder can accommodate 1,000 passen-

gers – double that of the Stena Challenger – and has capacity for up to 2,100 metres of freight and 100 cars – an increase of some 60%. The ship will also offer over 100 cabins and a superior range of onboard facilities for drivers and passengers alike.

In addition, the Stena Forwarder is capable of up to

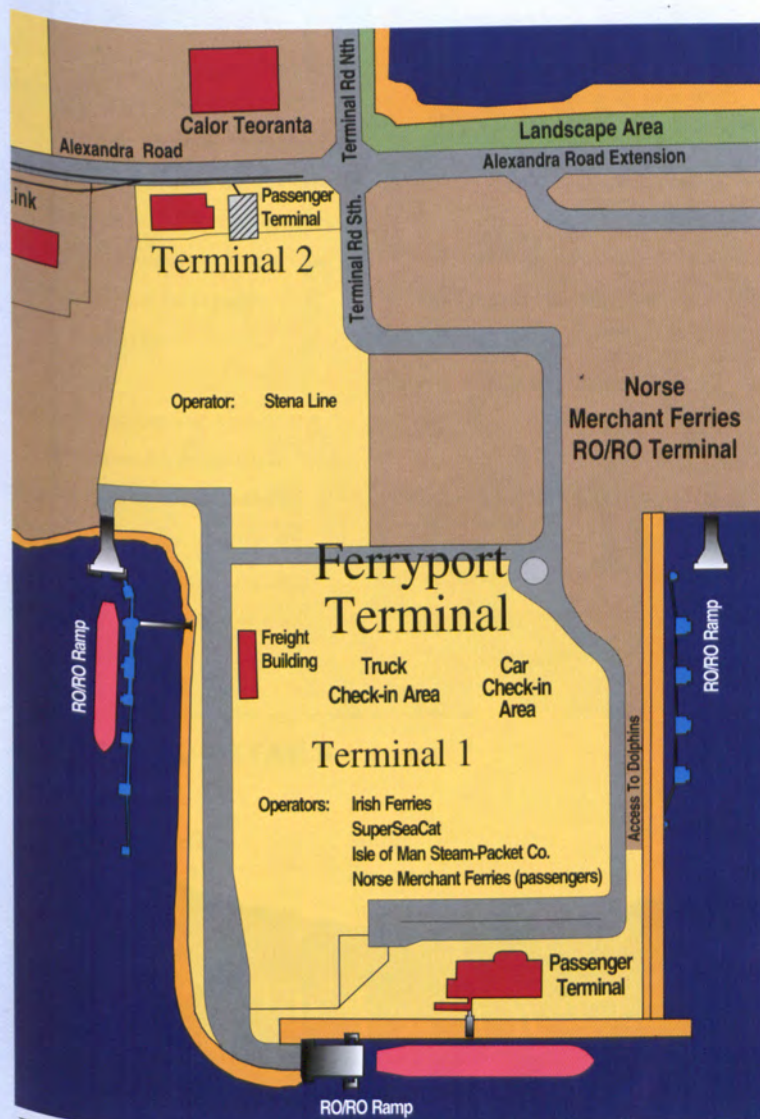
24 knots, reducing the crossing time by 45 minutes to just 3 hours.

This combination of speed with increased capacity provides freight operators with greater flexibility in meeting the ever changing demands of their customers.

Stena Line operates a twice daily service to Holyhead from Terminal 2 at Ferryport. Dedicated reservations are available via one number (01) 2047722 for both local and international requirements. Alternatively visit our website at

www.freight.steneline.com, where you can make a booking and find up to the minute timetables and information on all Stena Line routes.

In 2000 a new freight centre was officially opened at Terminal 2. The single-tier ramp serving the terminal will be replaced by a two-tier ramp in 2002.



Ferryport Terminal, Map No. 4

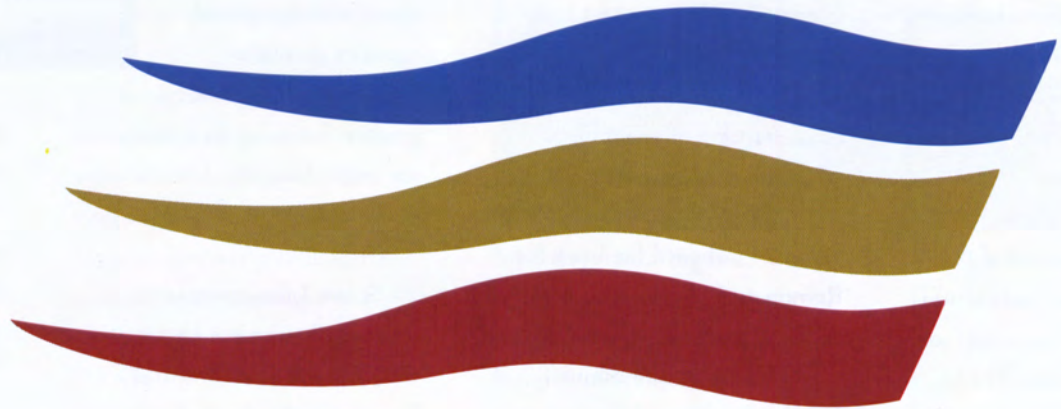


TERMINAL DETAILS

Ferryport Terminal No. 2 is a multi-user terminal containing a new passenger/freight centre. The terminal is serviced by a single-tier ramp. In 2002 this ramp will be replaced by a two-tier ramp.

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

DUBLIN · LIVERPOOL · BELFAST · HEYSHAM



NorseMerchant Ferries operates daily freight and passenger services across the Irish Sea. Sailing direct between the historic ports of Liverpool, Dublin, Heysham and Belfast providing comfort and friendly service second to none.


NorseMerchant
Ferries

one sea one name your choice

Dublin · Liverpool
01 819 2999

Dublin · Heysham
01 819 2955

Belfast · Liverpool
048 9077 9090

Belfast · Heysham
048 9078 6000

Norse Merchant Ferries

Norse Merchant 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 RoPax vessels operate Norse 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.

A reachstacker container handler, combined with a fleet of line supplied dedicated trailers provides an efficient, regular service for tank and container operators on the Liverpool service.

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

The terminal is serviced by two RoRo ramps. The No. 7 Ramp is capable of receiving vessels up to 200m in length. The recently commissioned No. 8 Ramp has allowed Norse Merchant Ferries to offer improved arrival and departure times on its Heysham service in line with customer requirements.

2001 will see the installation of a new camera based checking-in and security system at the Dublin terminal. This system will be extended to the other terminals operated by Norse Merchant Ferries at Liverpool, Heysham and Belfast providing a single, integrated booking, security and trailer condition recording system throughout its Irish Sea operations.

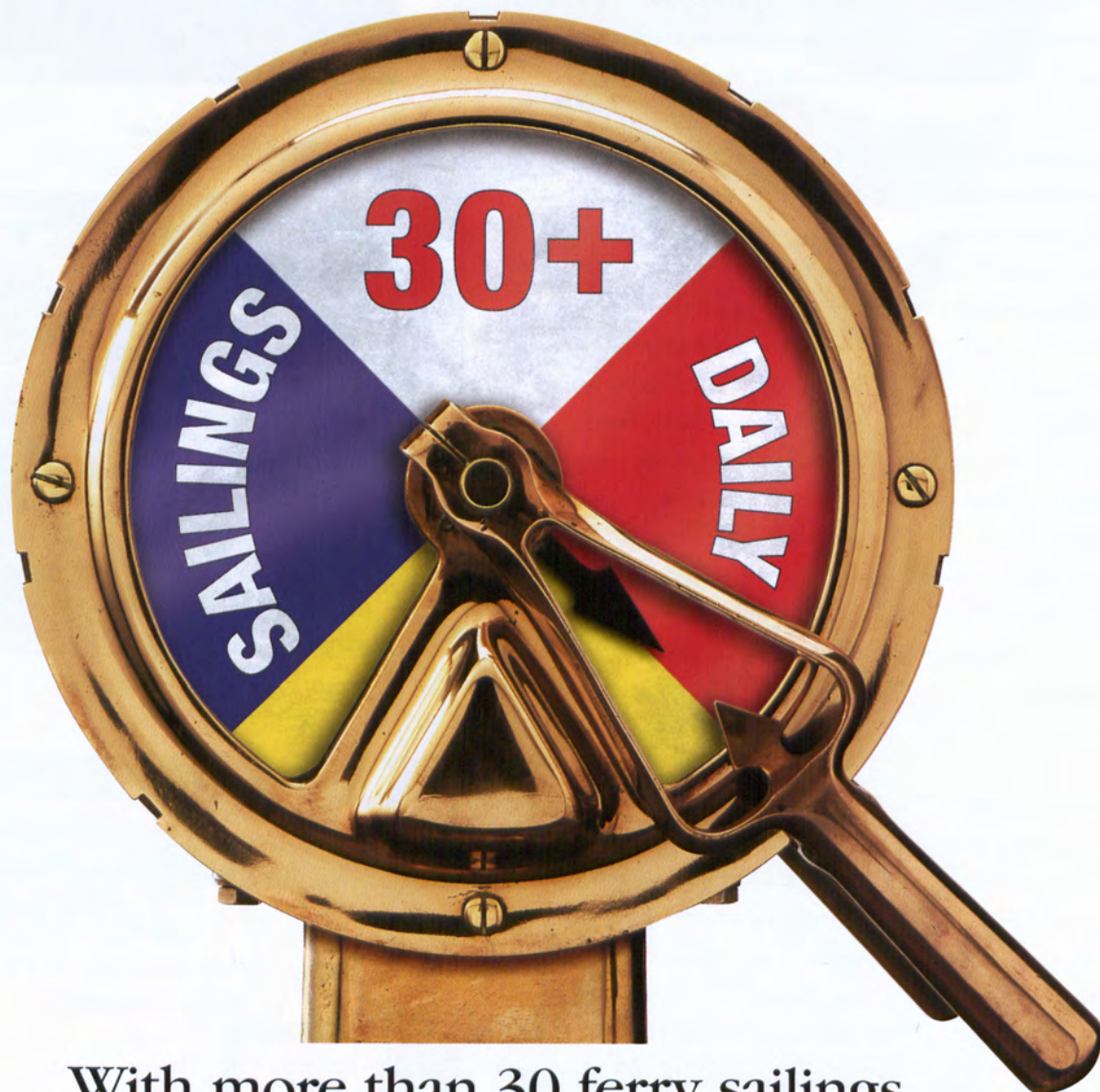


TERMINAL DETAILS	
No. 7 Ramp	
Length of Berth	200m
Depth of L.A.T.	7m standard
Length of Shore Ramp	35m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	180 tonnes (180 tonnes low-loader)
No. 8 Ramp	
Length of Berth	140m
Depth of L.A.T.	6.1m standard
Length of Shore Ramp	48m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	100 tonnes



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

Full speed ahead!



With more than 30 ferry sailings
a day to Britain and Continental Europe,
P&O Irish Sea leads the way!

More ships. More choice. Greater capacity - for freight and for passengers. All go to make P&O Irish Sea the most regular ferry service from Ireland to Britain and Continental Europe. We lead the way with our versatility, experience and expertise. So now it makes more sense than ever for you to make P&O Irish Sea your number one ferry choice to Britain and the Continent.

P&O 
Irish Sea

www.poisfreight.com

DUBLIN TEL: 01 8557001 • LARNE TEL: 02828 872200 • FLEETWOOD TEL: 01253 615700

LIVERPOOL TEL: 0151 8021441 • CAIRNRYAN TEL: 01581 626000

Terminal No. 3

P&O Irish Sea

New ships, new name and new look web site go to make 2001 a special year for P&O Irish Sea. Conveniently located at terminal 3 beside the East Link Toll Bridge, P&O Irish Sea operates 4 sailings per day on the Dublin - Liverpool Route.

With a departure every six hours, the frequency of sailings

offers excellent choice for freight customers, including accompanied and lo/lo tank/container operators.

P&O Irish Sea will introduce the European Ambassador to the Dublin - Liverpool route in January 2001. This powerful new vessel was built by Mitsubishi Heavy Industries Japan, and



P&O Irish Sea, Map No. 6

TERMINAL DETAILS

In 2001 the No. 4 ramp will be replaced by a two-tier ramp.

No. 6 Ramp	
Length of Berth	230m
Depth at L.A.T.	6.5m standard
Length of Shore Ramp	41m
Width of Shore Ramp	10m at ship end
Maximum Vehicle Load	180 tonnes
No. 4	
Length of Berth	410m
Depth at L.A.T.	7.1m standard
Length of Linkspan	30m
Width of Linkspan	7.5m
Length of Pontoon	21m
Width of Pontoon	18m
Maximum Vehicle Load	160 tonnes

is capable of a 25 knot service speed. With a carrying capacity of 123 freight units and over 400 passengers, this ferry has superb on-board

facilities and en-suite cabin accommodation.

P&O has also rebranded its service under the banner of P&O Irish Sea, which has been designed to highlight its on going investment in its Irish Sea routes and its commitment to provide the very highest quality of service both on shore and on board.

Further information is available on www.pois-freight.com. This site also contains up to date travel information and real time track and trace facilities.

Passengers / Tourism

Dublin Port is 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.

Tourism throughput is also buoyant with 1.4m passengers travelling through the port in 1999, up almost 6% on the 1998 figure. Tourist cars at 274,000 showed a massive 16% increase on the previous year.

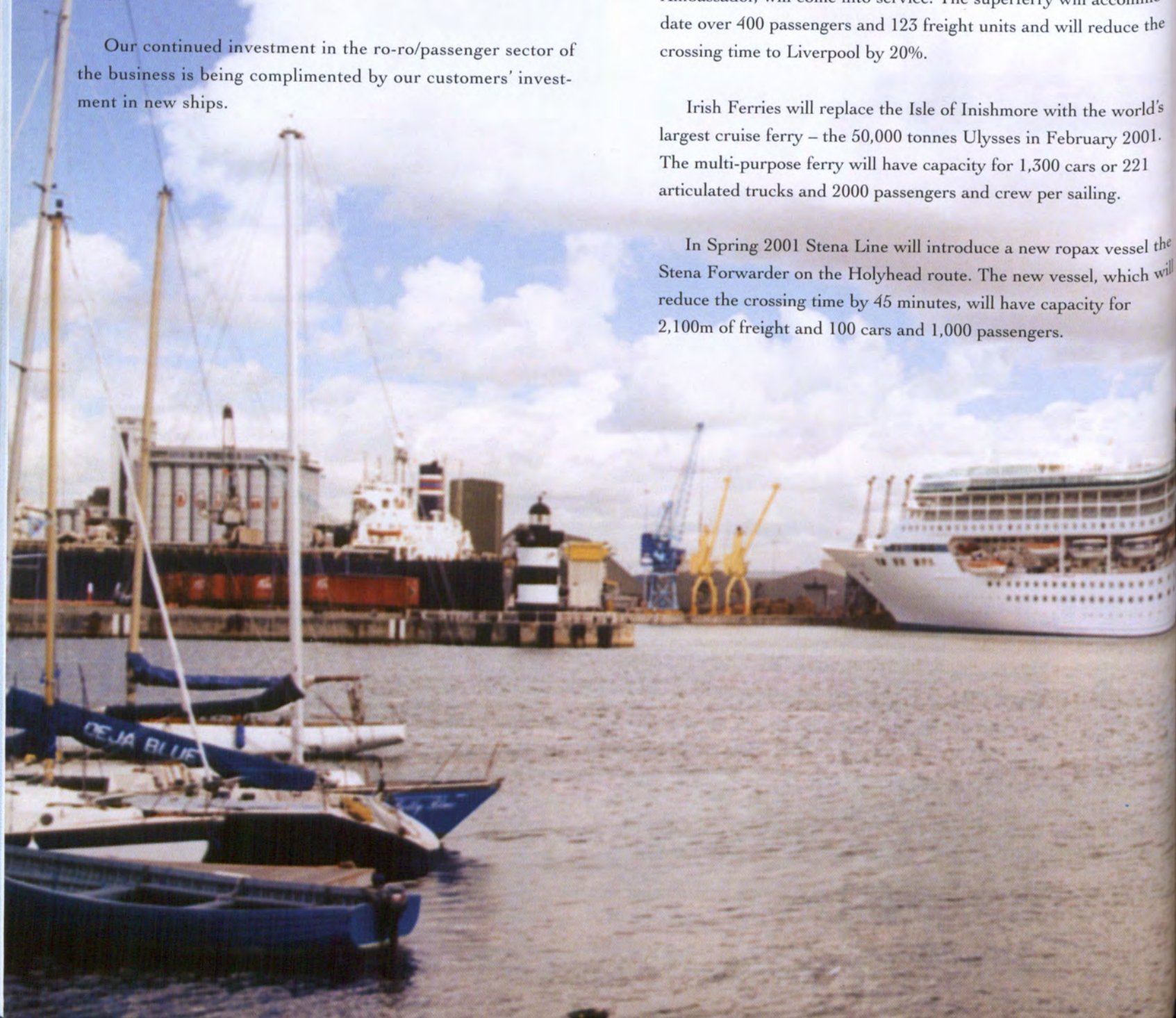
Our continued investment in the ro-ro/passenger sector of the business is being complimented by our customers' investment in new ships.

In February 1999 Norse Merchant Ferries introduced two new ropax ferries on the Liverpool service. This was followed in March 1999 by the introduction of the new fast craft SuperSeaCat III also on the Liverpool service and then in August Irish Ferries' new fast ferry Jonathan Swift came into operation on the Holyhead route. This investment programme is scheduled to continue in 2001 with new vessels scheduled for P&O Irish Sea, Irish Ferries and Stena Line.

In January 2001 P&O Irish Sea's new superferry, the European Ambassador, will come into service. The superferry will accommodate over 400 passengers and 123 freight units and will reduce the crossing time to Liverpool by 20%.

Irish Ferries will replace the Isle of Inishmore with the world's largest cruise ferry – the 50,000 tonnes Ulysses in February 2001. The multi-purpose ferry will have capacity for 1,300 cars or 221 articulated trucks and 2000 passengers and crew per sailing.

In Spring 2001 Stena Line will introduce a new ropax vessel the Stena Forwarder on the Holyhead route. The new vessel, which will reduce the crossing time by 45 minutes, will have capacity for 2,100m of freight and 100 cars and 1,000 passengers.



PASSENGER SCHEDULES AND FERRY COMPANIES OPERATING IN DUBLIN PORT

Ferry Company	Sailings Per Day	Ferry Times		Dublin Terminal	Destination Port
		Arriving Dublin	Departing Dublin		
Irish Ferries					
Cruise Ferry (Passengers & Freight)	2	06.45 19.00	0.945 21.35	Terminal 1	Holyhead
Fast Ferry (Passengers)	3	11.05 17.05 22.35	12.15 18.00 06.15	Terminal 1	Holyhead
Passenger Information Ph: (01) 661 0511					
Norse Merchant Ferries					
Cruise Ferry (Passengers & Freight)	2	06.00 18.15	09.30 22.45	Terminal 1	Liverpool
Passenger Information Ph: (01) 819 2999					
P&O Irish Sea					
Cruise Ferry (Passengers & Freight)	4	01.00 06.30 12.30 18.30	05.00 09.30 16.00 22.00	Terminal 3	Liverpool
Passenger Information Ph: 1800 409 049					
Stena Line					
Cruise Ferry (Passengers & Freight)	2	06.30 18.45	09.00 21.30	Terminal 2	Holyhead
Passenger Information Ph: (01) 204 7777					
SuperSeaCat III[®]					
Fast Ferry (Passengers)	1	11.45	13.00	Terminal 1	Liverpool
Passenger Information Tel: 1800 551 743					
Isle of Man Steam Packet Company					
Fast Ferry (Passengers)		Not Available (Seasonal)	Not Available (Seasonal)	Terminal 1	Douglas
Passenger Information Tel: 1800 551 743					

Terminals 1 & 2 - Ferryport, Alexandra Road, Dublin 1.

Terminal 3 - North Wall Extension, Dublin 1.

The above schedule is subject to change and should be checked with the ferry company at time of booking.



Cruise Line Operations

In 2000 Dublin Port continued to be the most popular cruise destination in Ireland with a total of 30 vessels carrying 30,000 passengers and crew. Cruise line traffic is becoming increasingly significant for Dublin Port. In 2000 some vessels had 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 at Alexandra Quay which is only 2km from the city.

Where else in the world would you find culture, history, scenic beauty, all kinds of leisure activities within 40km of a capital city.

No visit to Dublin would be complete without discovering the birthplace of its most famous beverages at Guinness Brewery and Irish Distillers while the pubs of Dublin are famous the world over.



One does not need to have Dublin or even Irish ancestry to enjoy a visit to Dublin's fair city - the home of sweet Molly Malone.



Liquid Bulk

The 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.

A IR£3m state-of-the-art, comprehensive fire fighting system is installed on the Eastern and Western Oil Jetties.

Oil Jetties

No. 1 West

Length of Berth 226m
Depth at L.A.T. 10.4m standard

No. 2 East

Length of Berth 235m
Depth at L.A.T. 10.7m standard

No. 3 West

Length of Berth 207m
Depth at L.A.T. 10.1m standard

No. 4 East

Length of Berth 207m
Depth at L.A.T. 6.4m standard

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 145m
Depth at L.A.T. 7.5m standard

Poolbeg

Length of Berth 325m
Depth at L.A.T. 10.6m 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.

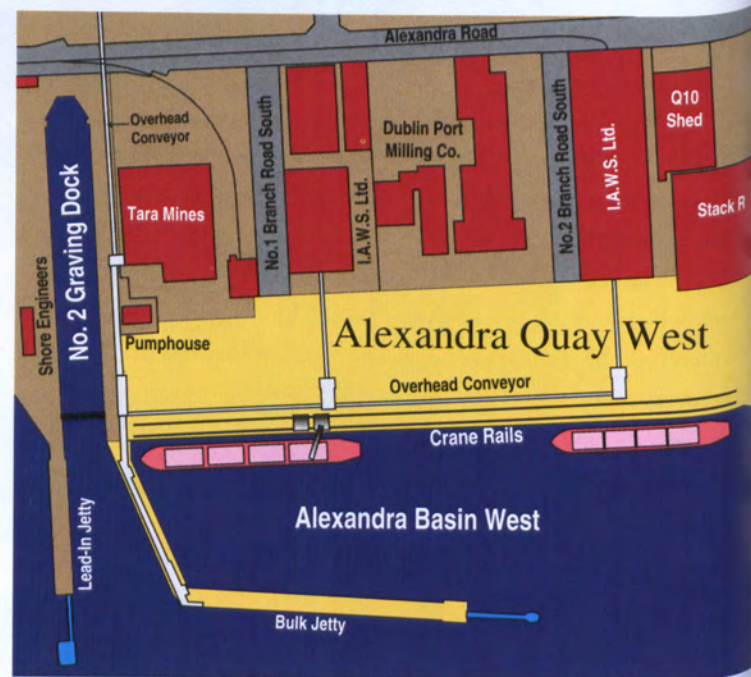


Dry Bulk

Loading and discharging facilities for concentrate, peat, coal, grain, animal feed-stuffs, fertilizer, sand, etc. are provided at sites both north-side and southside of the river.

Dry Bulk Facilities:

- A conveyor and ship loading facility connects the Alexandra Terminals storage shed to vessels on the Dry Bulk Jetty in Alexandra Basin. The jetty is used for the loading-out of lead and zinc concentrate from Tara Mines and achieves a loading rate of up 900 tonnes per hour.
- Electric portal grabbing cranes of 4, 10 and 20



Alexandra Quay West, Map No. 7

- 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..
- 2 x 64 tonnes mobile cranes (privately owned).

Deep Water Quay - Ringsend (Dry Bulk)

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

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

Bulk Jetty - Alexandra Basin (Dry Bulk)

Length of Jetty	247m
Depth at L.A.T.	9.0m standard - northside 10.0m standard - southside

Common User Berths and Quay

Alexandra Quay West

Length of berth	355m
Depth at L.A.T.	9.8 - 10.2m standard
Cranes	1 x 20 tonnes grab and hopper (38 tonnes cargo) 1 x 10 tonnes 2 x 4 tonnes

Alexandra Quay East

Length of Berth	360m
Depth at L.A.T.	9.6 - 10.3m standard
Cranes	3 x 4 tonnes

Break Bulk

Break Bulk accounts for 1% of total throughput and is catered for on the northside of the port.

Storage

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



Alexandra Quay East, Map No. 8



Ocean Pier West

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

Ocean Pier East

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

2 x 64 tonnes mobile cranes operate in the Alexandra Quay and Ocean Pier areas.

Stevedore Companies:

Dublin Port Stevedores	(01) 6762259
Poolbeg Stevedoring	(01) 8556221
Portroe Stevedores	(01) 8365736



Scheduled Sailings - Dublin Port

RO/RO - CENTRAL CORRIDOR (IRISH SEA)					
Port	Ferry Company	Sailings Per Day	Ferry Times		Terminal
			Arriving Dublin	Departing Dublin	
Holyhead	Irish Ferries Cruise Ferry (Passengers & Freight)	2	06.45	09.45	Terminal 1
			19.00	21.35	
Holyhead	Fast Ferry (Passengers)	3	11.05	12.15	Terminal 1
			17.05	18.00	
			22.35	06.15	
Liverpool	Norse Merchant Ferries Cruise Ferry (Passengers & Freight)	2	06.00	09.30	Terminal 1 (Passengers) and Norse Merchant Ferries (Freight)
			18.15	22.45	
Heysham	Ferry (Freight Only)	2	05.45	08.45	Norse Merchant Ferries
Liverpool	P&O Irish Sea Cruise Ferry (Passengers & Freight)	4	01.00	05.00	Terminal 3
			06.30	09.30	
			12.30	16.00	
			18.30	22.00	
Holyhead	Stena Line Cruise Ferry (Passengers & Freight)	2	06.30	09.00	Terminal 2
			18.45	21.30	
Liverpool	SuperSeaCat III Fast Ferry (Passengers)	1	11.45	13.00	Terminal 1
Douglas	Isle of Man Steam Packet Company Fast Ferry (Passengers)	Seasonal	Not Available	Not Available	Terminal 1

Terminals 1 & 2 - Ferryport, Alexandra Road, Dublin 1. **Terminal 3** - North Wall Extension, Dublin 1.

Norse Merchant Ferries Terminal, Alexandra Road Ext., Dublin 1.

The above schedule is subject to change and should be checked with the ferry company at time of booking.



LO/LO - CENTRAL CORRIDOR (IRISH SEA)		
Port	Frequency	Line/Agent
Avonmouth	1 sailing weekly	Seawheel
Cardiff	3 sailings weekly	Coastal Line
Felixstowe	1 sailing weekly	Seawheel
	2 sailings weekly	EuroFeeders Dublin
	2 sailings weekly	BG Freight
Greenock	1 sailing weekly	Coastal
	1 sailing weekly	Seawheel
Liverpool	6 sailings weekly	Coastal Line
Southampton	2 sailings weekly	EuroFeeders Dublin
	2 sailings weekly	BG Freight
Thamesport	2 sailings weekly	EuroFeeders Dublin
	1 sailing weekly	BG Freight
Tilbury	2 sailings weekly	EuroFeeders Dublin

LO/LO - EUROPEAN

Country	Port	Frequency	Line/Agent
Belgium	Antwerp	2 sailings weekly	BG Freight
		2 sailings weekly	Dublin Maritime
		2 sailings weekly	Eucon
Cyprus	Limassol	1 sailing weekly	Andrew Weir
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
France	Le Havre	2 sailings weekly	Eucon
Gibraltar	Piraeus	1 sailing weekly	EuroFeeders Dublin
		1 sailing weekly	Andrew Weir
Greece	Piraeus	1 sailing weekly	Andrew Weir
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
Italy	Salerno	1 sailing weekly	Andrew Weir
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
Malta	Valletta	1 sailing weekly	Andrew Weir
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
Netherlands	Rotterdam	4 sailings weekly	Seawheel
		2 sailings weekly	Eucon
		3 sailings weekly	Dublin Maritime
		1 sailing weekly	EuroFeeders Dublin
		6 sailings weekly	BG Freight
		1 sailing weekly	Andrew Weir
Portugal	Leixoes	1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
	Lisbon	1 sailing weekly	Andrew Weir
		1 sailing every 10 days	R. A. Burke
Spain	Bilbao	1 sailing every 10 days	Jenkinson Agencies
		1 sailing weekly	Andrew Weir
		2 sailings weekly	Seawheel

LO/LO - NON-EUROPEAN

Country	Port	Frequency	Line/Agent
Israel	Haifa	1 sailing weekly	Andrew Weir
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
	Ashdod	1 sailing weekly	Andrew Weir
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies

- Notes:**
- 1) The above schedule sailings may be subject to change and should be checked with the ferry companies/ship agents at the time of booking.
 - 2) The sailings are direct sailings only from Dublin Port. In addition there are worldwide transshipments available. For more detail on transshipments please contact the agents as listed.

Line/Agent	Telephone	Line/Agent	Telephone
Irish Ferries	855 2222	Coastal Container Line	836 4833
Norse Merchant Ferries	819 2955	Dublin Maritime	672 0500
P&O Irish Sea	855 7001	Eucon	607 5555
Stena Line	204 7777	Eurofeeders	607 5545
SuperSeaCat	1800 551743	Jenkinson Agencies	241 1000
Isle Of Man Steam Packet Co.	1800 551743	Seawheel	662 2900
BG Freight	836 4342	Andrew Weir	855 2644
R. A. Burke	874 6851		





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SURFING THE NET.
RIDING THE WAVES OF CHANGE.**

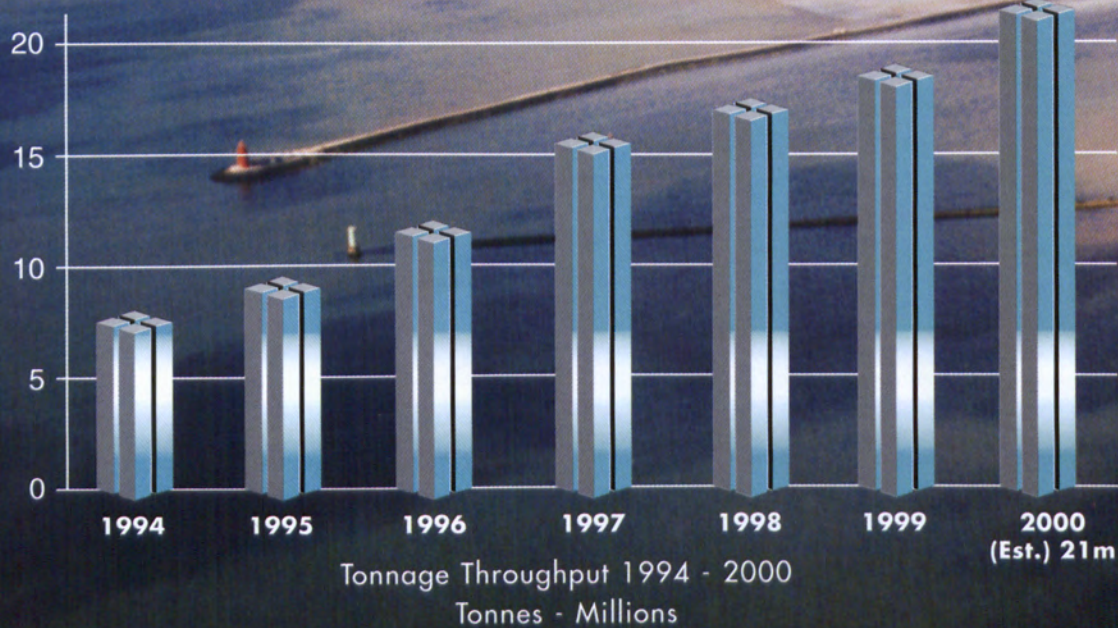
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Statistics 1999 / 2000

	1999	2000 Est.
Total Tonnage	20m tonnes	21m tonnes
Imports	13.2m tonnes	13.5m tonnes
Exports	6.8m tonnes	7.5m tonnes
Ro/ro	451,000 units	480,000 units
Lo/lo	442,000 teus	452,000 teus
Liquid Bulk	3.4m tonnes	3.7m tonnes
Dry Bulk	1.6m tonnes	1.6m tonnes
Break Bulk	0.2m tonnes	0.2m tonnes
Trade Cars	125,000	150,000
Passenger Nos.	1.35m	1.45m
Tourist Cars	274,000	300,000
Ship Nos.	7187 trading vessels Including 37 cruise liners	7650 trading vessels including 30 cruise liners



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 land-

ing 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



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

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 berthing 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 (Ferryport 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 South Bank Quay 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.

This multi-user terminal contains two ramps - a two tier ramp and a single-tier ramp. Two passenger terminals to the highest industry standards service the terminal. Operators are Irish Ferries, Stena Line, SuperSeaCat, Isle of Man Steam Packet Co. and Norse Merchant Ferries (passengers)



The North Wall Extension was reconfigured in 1994 as a dedicated Ro/Ro terminal for P&O Irish Sea (then Pandoro) service to Liverpool. Two ramps are available on this terminal.

A new ro/ro terminal was built at Alexandra Road for Merchant Ferries Ltd. (now Norse Merchant Ferries) who commenced operations in 1995.

Also in 1995 Stena Line introduced a Dublin/Holyhead service.

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

Nine companies now 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 Irish Sea
- Norse Merchant Ferries
- Stena Line

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.

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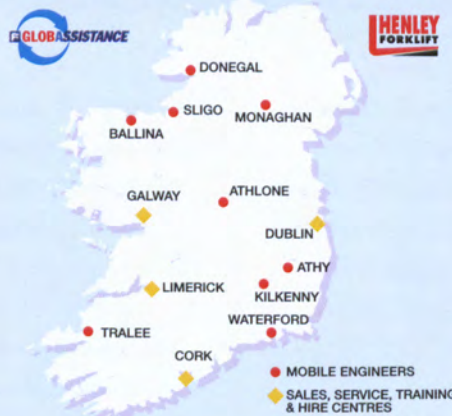


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To cater for the anticipated increase in trade over the next 20 years, Dublin Port has no alternative to the reclamation of 21 hectares east of the Coastal terminal. The company strongly believes that this is necessary to meet the growth in trade in 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.

Following enactment of the Harbours Act 1996, selected ports including Dublin were reconstituted as commercial harbour companies operating under company law.

The new Dublin Port Company, established with effect from 3rd March 1997 has 12 directors.



- The Minister for the Marine & Natural Resources nominates six directors including the Chairman.
- The Chief Executive is ex-officio a company director
- The Local Authority nominates three of its members as directors
- Employees of the Company nominate two directors.



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 2001

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
Passengers	£0.35 each

Ro/Ro Cargo Carrying Vehicles - from 1st January 2001

	Loaded	Empty
Not exceeding 6.1m (20') in length	£11.12 each	£2.85 each
Exceeding 6.1m (20') but not exceeding 9.15m (30') in length	£16.69 each	£4.28 each
Exceeding 9.15m (30') in length	£22.25 each	£5.70 each

Lo/Lo

Lo/Lo Containers & Flats		
	Loaded	Empty
Not exceeding 6.1m (20') in length	£11.12 each	£2.85 each
Exceeding 6.1m (20') but not exceeding 9.15m (30') in length	£16.69 each	£4.28 each
Exceeding 9.15m (30')	£22.25 each	£5.70 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) 8876000/855 0888



Tariffs on Vessels (Tonnage Dues) Operative: 1st January 2001

TONNAGE DUES

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 IRE39 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	£0.062	
Car Carriers:	£0.233	£0.233
Car Ferry	£0.062	
High Speed Ferries	£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, 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.



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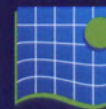
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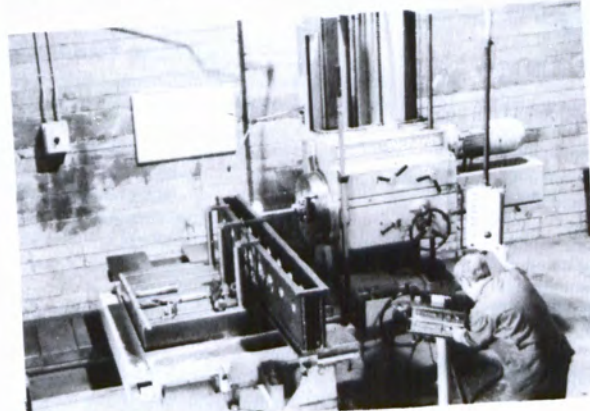
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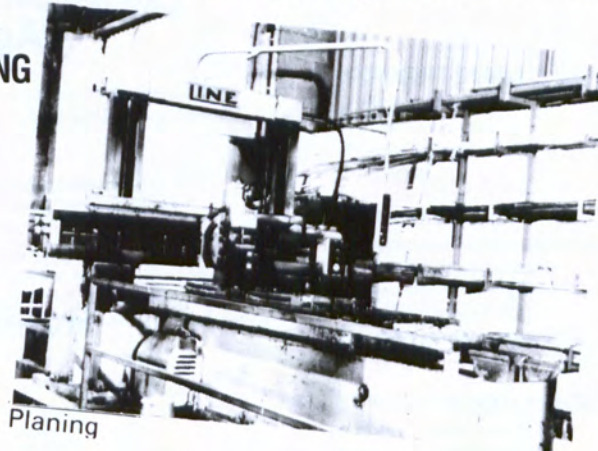
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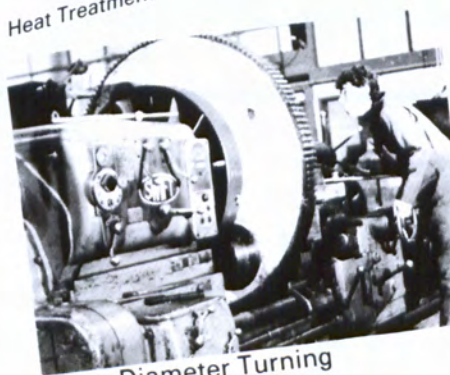
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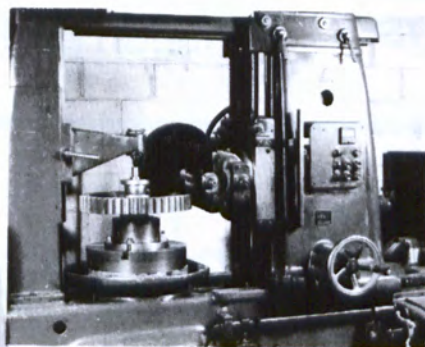


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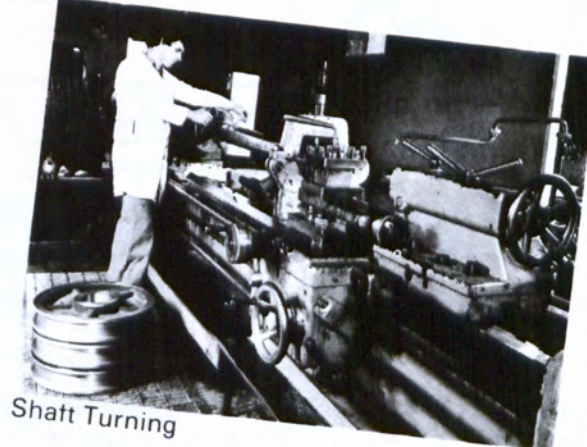


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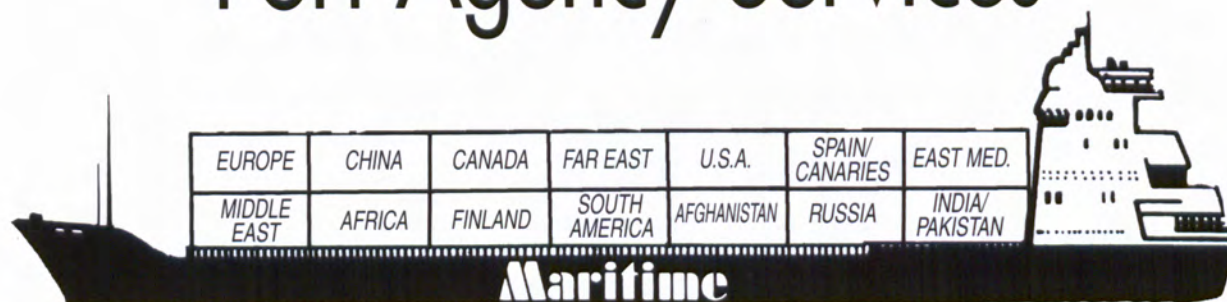
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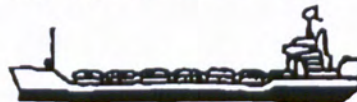
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