



# DUBLIN PORT Yearbook 2002



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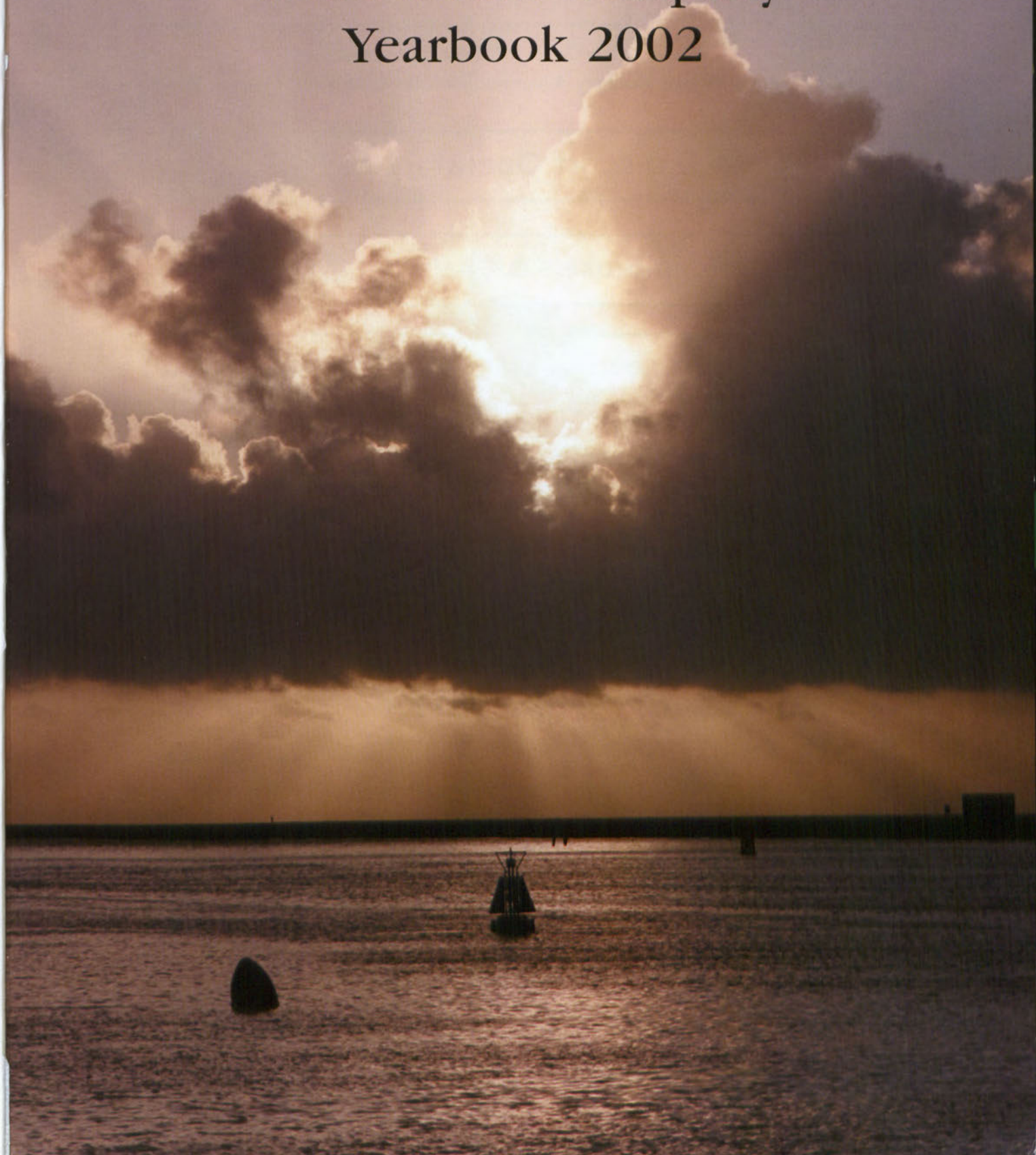


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Dublin Port Company  
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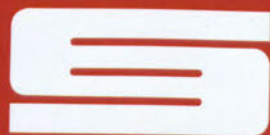
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# Management



Enda Connellan  
Chief Executive



Michael Sheary  
Company Secretary &  
Chief Financial Officer



Capt. Bob Wiltshire  
Harbour Master



Ken Whelan  
Human Resources Manager



Barry Coll  
Projects Development  
Manager



Ciarán Callan  
Maintenance & Services  
Manager

# Directors



Back row: Tom Linehen, Brian Kerr, Eddie Nolan, Eamon McAteer, Enda Connellan, Gus Geraghty and John Strafford.  
Front row: Eamonn O'Brien, Shirley Sleator, Edmund Browne, Lucy McCaffrey and Royston Brady.





Edmund Browne  
Chairman

## Chairman's Statement

The publication of the Dublin Port Yearbook is an opportunity to thank our customers and staff, touch base with the local community and of course take time out to reflect on the year gone by and look forward to the year ahead.

As I put my thoughts into words, I am fortunate to find myself in the favourable position of writing about a company which has performed exceptionally well in the year gone by and for which the outlook, notwithstanding some challenges ahead, is extremely positive. Dublin Port is now the largest and busiest port in Ireland and is playing an ever increasingly vital role in the daily trading and economic life of the country as a whole and of the greater Dublin area in particular.

Commercially, Dublin Port Company has had a very successful year with the volume of trading activity expected to reach 21.5 million tonnes in 2001. Our strategy to achieve best practice in terms of competitiveness and efficiency has contributed a great deal to this economic success. It must be said however that the implementation of this strategy is ongoing and we look forward to further improving our business practices during the year ahead.

Although 2001 was a record year for Dublin Port, it was also a year that brought with it difficult challenges for the Port Company and its customers. Foot and Mouth Disease, and the necessary restrictions on travel and movements imposed by the Irish Government that came with it, impacted on Port activity. More recently, hints of a global economic downturn has had an effect on consumer confidence and visitor numbers to Ireland. I commend the commitment and dedication of the management and staff of all the companies based at Dublin Port as they faced, and continue to face, these and other challenges with energy, enthusiasm and purpose.

Dublin Port's ability to provide a consistently competitive and quality-driven service requires that the Port has the facilities and the capacity to meet the growing demands of its customers. To this end, Dublin Port Company is actively planning to extend its capacity through the provision of additional deepwater berths. Detailed plans of the proposed 21-hectare reclamation project have been drawn up. The Port Company is currently engaged in completing the Environmental Impact Statement and is consulting with the local community and interest groups.

Traffic congestion in the city in particular is now a real problem for all users of Dublin Port. Dublin's infrastructure is an important factor in the success and growth potential of the Port – as indeed it is with any company based in the greater Dublin area. In this respect, we look forward to the completion of the Port Tunnel which will ease access from the Port to the national roads infrastructure. We also welcome the reopening of discussions in relation to the proposed Eastern By-Pass project and would encourage immediate progress towards the realisation of that project.

Dublin Port Company itself is also progressing its own infrastructural upgrading as part of its ongoing commitment to improving competitiveness and services. In 2001 the Company commenced its largest capital works programme for many years. A total of €63.5m (IR£50m) will be invested under the capital investment programme. The Company's investment programme will underpin the significant investment by our customers in new and larger vessels which increase carrying capacity and efficiency to and from Ireland through Dublin Port.

In the evaluation of its business over the past year, Dublin Port Company has decided to withdraw from a number of activities. Agreements reached in discussions between

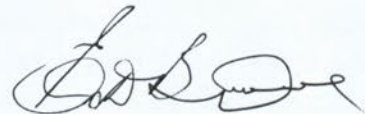
employees and their union representatives, have resulted in a reduction of the overall workforce. We are pleased to have been able to reach agreements with all parties. The Port Company would like to acknowledge the contribution of those employees retiring from the Company. Without them the success of the Port would not have been possible.

As neighbours, Dublin Port Company appreciates that what we do impacts on those living and working around us. In recent years, Dublin Port has put a major focus on enhancing our relations with our neighbours. I am delighted that the Community Liaison Committee is now in its second year and I thank all those involved for their valued contribution.

To our customers I would like to say thank you for your support during 2001. I look forward to serving you in the future. I appreciate the help and support given by the Minister for the Marine and Natural Resources, Mr Frank Fahey TD and the former

Secretary General, Mr Tom Carroll who retired in September this year. On behalf of Dublin Port Company I would like to wish Tom a long and happy retirement. I would also like to welcome Julie O'Neill as Secretary General and wish her every success in her new role. I wish to thank my fellow directors for their continued outstanding contribution through their support, commitment and participation at Board and Committee meetings during 2001. I applaud our Chief Executive Mr Enda Connellan, his management team and all employees for their efforts in achieving another successful year for the Company.

March next year is the Government's deadline for the renewal of the Board. It is therefore appropriate that I take this opportunity to pay a well deserved tribute to the directors, both individually and collectively, for their inspiring selfless contribution to the development of the company through the early and crucial years of its life as a commercial entity. The work by each director was invaluable.



E. D. Browne  
Chairman



Enda Connellan  
Chief Executive

## Dublin Port Interview

*Freelance journalist Breda Brown spoke to Enda Connellan recently about his role at Dublin Port Company and below she shares what she has learned about the Dublin Port Chief Executive.*

In 2001, Dublin Port handled an estimated 21.5 million tonnes of cargo, carried nearly 1.5 million passengers and began an extensive capital investment programme worth €63.5 million (IR£50m). The entire Dublin Port complex now employs over 4,000 people and is considered to be the second largest industrial estate in the country. When combined, all of these facts and figures make Dublin Port the busiest port on the island of Ireland.

So, who is at the helm of managing the success story that is Dublin Port? The answer is Chief Executive Enda Connellan. Appointed to his post in 1994, Enda Connellan has worked tirelessly to achieve operational efficiency, market competitiveness and progressive income growth at Dublin Port. Despite such achievements to date, Connellan is adamant that there is much to be done before his vision for Dublin Port is complete.

*“Dublin Port has changed considerably for the better over the past decade and we are now in a position to provide a more efficient and effective service to all our users,” he says. “That said, there is much more work to be done and it is up to me to ensure that our targets and tasks are completed properly and within a reasonable timeframe.”*

First on Enda Connellan’s agenda is the long awaited and sorely needed extension to the Port. Plans for this extension have already been published by Dublin Port Company and it’s hoped a decision on the development will be forthcoming over the next 12 months. According to the plan, the 21 hectares of land required for the extension will be reclaimed from the sea and the entire expansion will take three to four years to complete.

The reclaimed area will provide extra berthing facilities at Dublin Port, which Connellan says are badly required. The current berthing area at the Port is inadequate as the rapid growth of throughput in the past five years means that the Port is now operating at full capacity and these

new facilities are an urgent necessity. A number of concerns have been raised about the proposed extension and Enda Connellan says these are addressed in the Environmental Impact Statement (EIS) by Dublin Port Company.

*“We will undertake a statutory consultation process with individuals and groups who have an interest in or are concerned about the impact of the new extension,” he says. “Already we are participating in a forum with local interest groups ahead of that process. They have concerns about a number of specific issues, for example the scale of the development, an increase in silting in the Bay, impact on wildlife or that the extension would be unsightly. Many of these fears, we feel, are unfounded but we are anxious to address them and to take actions where needed. For example we are spending €3.25m (IR£2.6m) in the final phase of our landscaping project. When completed the landscaping will improve the appearance of the northern perimeter of the Port by the construction of a mounded planted belt. Other conservation issues about bird and fish species have also been addressed in our extensive EIS.”*

Efficiency is the name of the game at Dublin Port and that’s the main reason why the company is currently investing over €63.5 million (IR£50 m) into the development of new facilities. *“This is the biggest expenditure Dublin Port has ever taken on,”* says Enda Connellan. *“The money is mainly being spent in the area of unitised trade, which accounts for 75% of our business. He is also delighted to note, “Our users are investing heavily in the port area. Some have purchased their own shore-side cranes, which means better efficiency for them and, in the past year alone, we have seen the arrival of three new ships which means increased business for Dublin Port. The Irish Ferries’ Ulysses, which is the world’s biggest car ferry, has come on stream, along with the P&O European Ambassador and the Stena Forwarder.” Each of these is now arriving earlier each morning to avoid the rush hour traffic.*

With haulage companies, ferry companies, shipping and cargo agents all based at Dublin Port, Enda Connellan says customer relations is a high priority for the Company.

*"Over the years, we have implemented various fora whereby users of Dublin Port can come and talk to us about the service we provide them," he says. "We take their recommendations on board and, where possible, we implement them. Value for money for our users is also very important to me. Dublin Port has not increased prices since 1988 and during 2000, we reduced prices in some areas. One example is the Ro-Ro area, where we cut prices by 25%. It is now our intention to bring down our cost base even further so that we can lower prices again in the future."*

As well as customer relations, developing associations with the neighbouring residents of Dublin Port is another issue for Enda Connellan. The company has established a Community Liaison Committee and recently appointed a Community Officer. Monthly meetings are held with local residents to inform them of developments within Dublin Port and also to address their concerns as they arise.

Another priority for Enda Connellan is the ongoing work in cooperating with its customers and with Dublin Corporation to ease the continuing traffic problems in the greater Dublin area. Work on the Dublin Port Tunnel project began in November 2001 and is scheduled for completion in 2004. It's hoped the tunnel will remove many heavy goods vehicles (HGVs) from Dublin's city centre and ease the traffic gridlock currently being experienced in the capital. A survey undertaken by Dublin Port Company indicates that 70% of HGVs using the Port would use the new tunnel.

*"The finger of blame for Dublin's ongoing traffic problems is erroneously pointed at Dublin Port," he says. "In fact, figures show that approximately 80% of peak hour traffic in the port environs is non-port related. We are, therefore, counting on the fact that non-port traffic using the Tunnel will be carefully managed. The Port Tunnel will help ease the traffic problem but it won't be the entire solution. The solution requires the completion of the Eastern By-Pass and the East/West Tunnel. Both projects are essential to alleviate the traffic in the city."*

*The East/West Tunnel would take three years to complete under a Public Private Partnership (PPP) framework and will complement the North and South Port access routes which will probably take ten years to complete, when that's finished, we'll notice a substantial difference in traffic flow in the city centre. The completion of both projects will also help increase the overall efficiency of Dublin Port."*

While Dublin Port experienced increased growth during 2001, a major challenge faced by the organisation

was the outbreak of Foot and Mouth Disease in Ireland. Connellan says the virus had a significant impact on Dublin Port, from both a financial and a trade perspective. *"When Foot and Mouth arrived, we reacted very quickly and put procedures in place which were aimed at combating the outbreak," he says. "We installed disinfectant spraying machines in Dublin Port and in UK ports in an effort to reduce the risk of the disease traveling to Ireland. This was done at our own expense but it was money well spent. The outbreak did reduce our customer's ability to trade for some time, but luckily it didn't have a long-term effect. I'm happy that we played our part in combating the disease and, as a result, we have now put measures in place to ensure we can instantly cope should such an outbreak ever occur again."*

An issue, which is definitely set to arise during the forthcoming year is the draft EU Directive on Ports. Connellan says that his Board will be monitoring the progress of this Directive carefully. *"We are happy to see that our support for and suggested approach to the directive have been valued and acted upon," he says. "There is a view that regulation is needed within ports and it is up to us all to critically examine that view. The conclusion arrived at must be in the best interests of our national economy as a whole."*

While Enda Connellan is confident of a bright outlook for Dublin Port, he's very conscious that the future path of the organisation will be determined by whether or not permission is granted for the Dublin Port extension. *"Dublin Port is now operating at capacity and we have an urgent need for new berthing facilities," he says. "If we don't get permission, Dublin Port will be not be able to satisfy ongoing and future demand and the economic consequences will be felt at both regional and national levels."*

Whatever the future may bring, Enda Connellan says he's looking forward to the road ahead. *"My role at Dublin Port is very exciting and I look forward to dealing with whatever challenges may arise," he says.*

*"I couldn't, of course, do my job without the support of my management team and staff and the fantastic input from the Chairman Edmund Browne, and the entire Board of Dublin Port Company. They have been very supportive and I must thank each and every one of them for that."*

*"We are very conscious of the effort put in by our users. If it wasn't for their commitment and co-operation, Dublin Port definitely wouldn't be the success story it is today."*



## A Day in the Life

Paddy Lyons

*Paddy Lyons, the Marine Supervisor with Dublin Port, has been with the company for 35 years and has held a variety of positions during that time. Six years ago he was appointed to his current role. We chatted to Paddy to find out exactly what he does at Dublin Port every day.*

### **Paddy, what does your job entail?**

Well, I manage a number of different areas in Dublin Port. I basically ensure the area within the Port that I am trusted with runs as efficiently and safely as possible. I then report back to the Harbour Master of Dublin Port.

One of the areas I look after is Vessel Traffic Management System (VTS), which is very much akin to the air-traffic control tower in any airport. The people who work in the VTS are responsible for monitoring all shipping movements in the Dublin Port area.

I also focus on the berthing area. Staff known as Berthing Masters attend vessels as they arrive at the quay wall in the Port and ensure the boat enters the correct berth and is properly secured and byelaws served to the Master

Another part of my portfolio is what's known as the 'dry-docking of ships'. This is where a ship enters a dock. The water in the dock is then pumped out. This is done to allow the ship to be surveyed, repaired or painted. The entire dry-docking operation can take between 3 and 5 hours, depending on the vessel and the circumstances.

Managing personnel is also a big part of my job. We are a 24-hour operation here at the Port, which means we have a variety of different work shifts. If someone is on annual leave or is sick, we have to ensure there is somebody else available to do their particular job. To facilitate this, I run an area known as the Graving Dock which consists of staff who fill in for those who may be away.

### **Describe a typical day for you**

Well, first thing every morning I go down to the quay area and see what ships are there. We'll know from the evening before what ships are due to dock, but circumstances can

change overnight. This also gives me an opportunity to keep an eye on safety equipment around the Port and ensure everything is where it's supposed to be.

After that, I'll head into my office in Port Centre, the Dublin Port administrative centre. During that time I'll liaise with the Harbour Master on duty, get an update from personnel based on the shipping desk and generally make sure people are where they are supposed to be. I also liaise regularly with the wages department as they often have queries relating to various shifts worked by personnel.

After that I'll be in regular contact with the various staff and ensure everything is going according to plan. The job is a very busy one and during the day I would spend as much time out of the office as I do in it.

### **So, what happens when a ship arrives into Dublin Port?**

The radio operator working in the Port Radio area will know what ships are due at what time. Two hours before the ship arrives, the skipper of the vessel will call Port Radio to give his ETA at the pilotage area. The skipper will call again half an hour before he arrives at the pilot station in Dublin Bay. This gives the Port Radio staff time to call the pilots and get them ready to meet the ship. The pilot speeds out to the pilot station, meets the ship, gets on board and pilots the ship into port.

During this time, Port Radio will have received all the information it requires from the ship and will have allocated a berth number. When the same ship is leaving Dublin Port, it will be in constant communication with Port Radio until they are out of the Bay.

### **Do your pilots always guide ships into Dublin Port?**

Dublin Port pilots will always bring in a ship unless the captain or skipper of the vessel has a Pilot Exemption Certificate. If a skipper is running a vessel into Dublin Port regularly they can do an exam before the Harbour Master. If they pass the exam they are allowed to guide the ship in and out of Dublin Bay themselves.

**Port Radio is obviously very important to the workings of Dublin Port. Has the system you use changed over the years?**

When I joined, Port Radio was based in a little Block House on the edge of the Port. In those days you had to use a cone shaped megaphone to call out to the approaching ship.

At night, you had to rely on lamp signals. We got VHF in the early 60's and we also installed a Tannoy system which made it easier to speak with incoming and outgoing vessels who did not have VHF Radio.

It's completely different today. We now have all sorts of tracking devices and radar. If an incident happens in the Bay, we can record it and review it. This technology has made life easier, but you still have to be very observant and always on the alert because instruments can go down and the radio operator must always be checking the systems whilst keeping a continuous visual lookout to head off dangerous situations coming about.

**The safety of your staff and customers seems to be a major concern for you. Do you have strict safety procedures in place at Dublin Port?**

Safety is paramount in everything we do in Dublin Port. Every six weeks we routinely do 'Man Overboard Exercises' and 'Search and Rescue Exercises' with our Pilot Boat Keepers. This means everyone is completely au-fait and up to speed with the procedures in place and the equipment involved.

We have a special dummy rigged for these exercises and we practice continually. Dublin pilots and boat keepers who are frequently out on the water are supplied with 'Personnel Location Beacons' which means we can immediately locate them if they get into difficulty. These would be particularly useful in foggy conditions when you can't rely on your eyes.

The Port has, of course, a Safety Statement, which covers all areas in the Port.

**You have been with Dublin Port for 35 years now. You must have witnessed many changes during this time?**

The main area of change has been technology. Years ago it would take a gang of men to tie up a vessel, whereas now you just press a button and modern technology takes over.

The vessels themselves are also more modern these days and don't require the same amount of personnel. I can remember being on board a ship with about 45 other crew members, but today that same size ship only requires half that amount thanks to better work practices.

**Can you remember your first day at Dublin Port?**

I can remember that day as if it was only yesterday. It was towards the end of June in 1966 and I began work in the Graving Dock under a man called Michael O'Driscoll. I spent seven years there and really learned the ropes from him.

From there, I progressed to the Berthing staff, the Port Radio area and I also have seen service on Tugs, Pilot Boats and manning Weighbridges. So, you could say that I've had a fairly rounded experience during my time with Dublin Port.

My 35 years here have gone extremely fast which I think proves that I must have enjoyed the job down through the years.

**How did you end up working in Dublin Port?**

I was born in Ringsend and basically grew up in the confines of Dublin Port. I've always loved the sea and decided to join the British Merchant Navy. It was a great way of life then with a lot of camaraderie on board.

When I finished up there I came home and started going steady! I decided to stay ashore and applied for jobs with both Aer Lingus and the Port. I was offered a job as a loader with Aer Lingus but decided to hold out for the Port. I was eventually offered work by the Harbour Master in the Port and began working here in June of 1966.

**So, would you describe yourself as a 'Ship Spotter'?**

Not really. That said, I could tell most of the regular vessels using the Port just by looking at the silhouette! It just comes from years of looking at ships everyday.

I'm retiring from Dublin Port in four years time and am looking forward to it but I will be sad to leave. When I do retire, though, I'll definitely continue to have an involvement with the sea. I now live in Howth beside the sea and I also dive a lot in my spare time. And, who knows, I might even buy a little boat for myself to remind me of all my great days working in Dublin Port.

# News

## Community Liaison Committee

The Community Liaison Committee (CLC) was set up in May 2000 to provide a forum for direct communications between Dublin Port Company and the local community and also to provide the local community with the opportunity to become involved in relevant Port activities. The Committee comprises representatives from the residents associations of Ringsend/Irishtown, City Quay,

Pearse Street, Sheriff Street and East Wall.

The most recent of many initiatives carried out by the CLC was a Scholarships Programme through which 13 local people received scholarships for further education. Dublin Port Company and the CLC would like to take this opportunity to congratulate these people and wish them every success in their undertaking.



From left: Enda Connellan, Helen McCabe, Jimmy Carolan, Lilly Deegan, Francis Corr, May Kane, Mairéad Ní Chiosóig, Gerry Fay, Siobhán Sheary and Charlie Murphy.

## New Arrivals

2001 has been an exciting year for ferry travel in Dublin Port with the arrival of new ferries for Irish Ferries, P&O Irish Sea and Stena Line. These ultra modern vessels will bring a new level of comfort and luxury to passengers travelling through Dublin Port.

Irish Ferries' newest arrival, the Ulysses, is the largest car ferry in the world. The vessel was built in Finland at a cost of €100 million. It stands 12 decks high, has over 4 kilometres of parking space and can carry 1,300 cars or 220 articulated trucks along with 2000 passengers/crew.

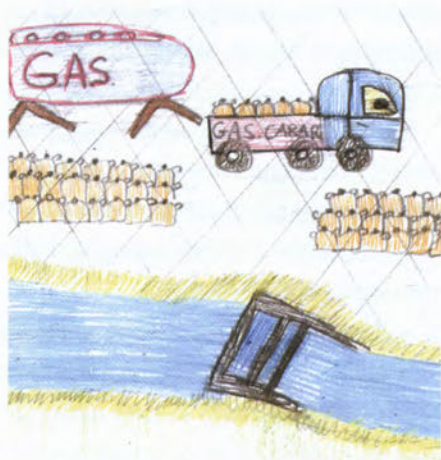
P&O European Ferries' new ferry, the European Ambassador, can accommodate over 400 passengers and has more than 2,000 lane metres, giving a mix of 123 articulated trucks, trailer units and cars.

Stena Line introduced a new ropax vessel, the Stena Forwarder, on the Holyhead route. The vessel can accommodate 2100m of freight, 100 cars and 1000 passengers.

# News

## Open Day

The annual Dublin Port Open Day was held on Saturday 13th October 2001. Over 800 people visited the Port Centre to see first hand how Ireland's largest and busiest Port operates. For people who wished to explore the 650-acre Port estate, guided coach tours took place throughout the day. This gave people the opportunity to see how imports and exports are handled at a modern day seaport as well as a chance to view many other interesting Port features. The tour included a visit to the DFT (Dublin Ferryport Terminals) Lo/Lo terminal where visitors were treated to a demonstration of the most modern container handling equipment. As well as the tours, information stands and exhibitions were located in the Port Centre where people could learn



Winner of the under 12 category - Ciaran Byrne from Proirswood.

more about the Port - its history, its function and its future plans.

There was also lots of fun to be had. Activities such as face-painting, live music, children's entertainers and competitions kept both adults and children in good spirits throughout their time at the Dublin Port Open Day.

A colouring competition was held which invited children to draw something which they had seen in the Port. The winners of the competition were invited to Port Centre in December 2001 where a presentation of a mountain bike was made to them by the Company Secretary Michael Sheary. The winning drawings are reprinted here and the winners are Eilis Phelan, Ciáran Byrne and Jenny Coleman.

We look forward to seeing everybody again at next year's open day. We will keep you posted!



Winner of the under 8 category - Eilis Phelan from Finglas.



Winner of the under 15 category - Jenny Coleman from Stillorgan.

## Environmental News Update

In August 2001, Dublin Port distributed over 32,000 brochures updating local residents about the final phase of the landscaping project along the North Shore.

The landscaping will create a mounded and planted belt along approximately 1,100 metres (3,609 feet) of the northern perimeter boundary. This will create an immediate impact in screening Port traffic as well as lower sections of Port buildings and installations. During the course of this project, Dublin Port Company will plant approximately 4,700 trees. In time, as the planting matures, the impact of screening will be significantly increased. This work will be completed by December 2002 and will cost approximated €3.25 million (IR£2.6m).



# News

## Dublin's Lord Mayor "Casts his Spear"

The historical practice of "Casting the Spear" dates back to 1488 when the then Lord Mayor of Dublin, Thomas Mayler set out to ride the city's boundaries.

Historical records show that he rode out onto the strand as far as a man might ride and from there he cast a spear into the sea.

Casting the spear demonstrated the extent of the city boundaries eastwards.



Alderman Maurice Ahern, former Lord Mayor of Dublin and Admiral of Dublin Port is pictured here performing the medieval ceremony (June 2001).

## Launch of Depthfinder 2

On Wednesday 20th of June, May Kane, Chairperson of Ringsend / Irishtown Residents Association and a member of the Port's Community Liaison Committee officially launched Depthfinder 2 - a specially commissioned sonar equipped vessel to be used by Dublin Port Company to monitor the depth of the shipping channel and berths in the Port. The vessel was built by a partnership comprising Poolbeg Training Limited and Brownlow Limited, two training bodies based in the communities surrounding Dublin Port and Portadown in

Northern Ireland.

The project aimed to provide quality training and employment opportunities for young people from similarly disadvantaged communities and to encourage cross-border and cross-community exchanges.

Dublin Port Company, which commissioned the construction of the vessel was also happy to support the project by providing the use of its building shed facilities.

We are delighted to say that following on from the success of the project, several of the Poolbeg trainees who were involved are now employed by Dublin Port Company as apprentices.



Enda Connellan with May Kane who launched Depthfinder 2.

# News

## Port Developments

During the past year, Dublin Port Company commenced its largest capital works programme for many years. A total of €63.5 million (IR£50m) will be invested on improving and upgrading Port facilities with the main highlights of 2001 being:

- An investment of €3.25 million (IR£2.6m) in the final phase of a major new landscaping project aimed at improving the appearance of the northern perimeter of the Port. This work is expected to be completed by December 2002.
- A 2 hectare extension was completed at the MTL (Marine Terminals Ltd) terminal in the South Port at a cost of approximately €2.5 million (IR£2m). The terminal has also been equipped with a new Liebherr ship to shore crane. In 2002 four new rail mounted gantry cranes will be introduced to enhance the second handling capability, thereby doubling the capacity of the terminal.
- The fast growing Ro/Ro freight business also received significant investment in 2001. Approximately €38 million (IR£30m) is being spent at Ferryport berths 51 & 51A to provide new infrastructure including:

- A sheet-piled quay wall
- A single deck Ro/Ro Ramp (at a new adjacent berth 51A)
- A lay-by berth
- A 2 Tier Ro/Ro Ramp (to replace the 1967 Linkspan)

The completion date for these works, including extensive dredging to deepen berths, is October 2002.

A new 2 Tier Ro/Ro Ramp is also being provided at Terminal No. 3 to complement P&O's new vessel, "European Ambassador. This project, costing €12.7 million (IR£10m), commenced in July 2001 and will be completed in April 2002.

Other significant capital works carried out in 2001 included:

- Completion of armouring along the Great South Wall
- Installation of new directional signage both inside and outside the Port estate
- The reconfiguration of marshalling areas adjacent to Terminal 1 to accommodate increased Ro/Ro freight traffic from Irish Ferries newly built Ulysses

Dublin Port Company will continue its programme of investment and further upgrading its facilities during 2002 and beyond. As part of this

process, Dublin Port Company proposes to reclaim an area of approximately 21 hectares at the eastern end of the Port to the north of the navigation fairway of the Liffey Channel. The reclamation will provide land to accommodate the growing demand for unitised cargo facilities at Dublin Port. New roll-on roll-off (Ro-Ro) and lift-on lift-off (Lo-Lo) terminals will be developed on the reclaimed area, including handling facilities. The new terminals will equip the Port with sufficient facilities to manage a sustained growth in unitised cargo for the foreseeable future.

Once a process of public consultation is completed it is the intention of Dublin Port Company to submit an EIS to the Department of Marine and Natural Resources. A formal public notice procedure will be undertaken as part of the submission process.





DUBLIN  
PORT



## Port Facilities & Services

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

### Limits of Dublin Port

Under the 1996 Harbours Act the limits of Dublin Port consist of the waters of the River Liffey commencing from and including Rory O'Moore Bridge at Heuston Station and extending to an imaginary straight line drawn from the Baily Lighthouse on the north in the County of Dublin and extending through the North Burford Buoy and thence through the South Burford Buoy and thence to Sorrento Point on the south including all bays, creeks, harbours and all tidal docks within such area.

### Anchorage

For information on anchoring positions please refer to the admiralty chart No. 1415.

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.

### 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 LAT. 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 which was introduced during 1997. The scheme comprises 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 refer 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."

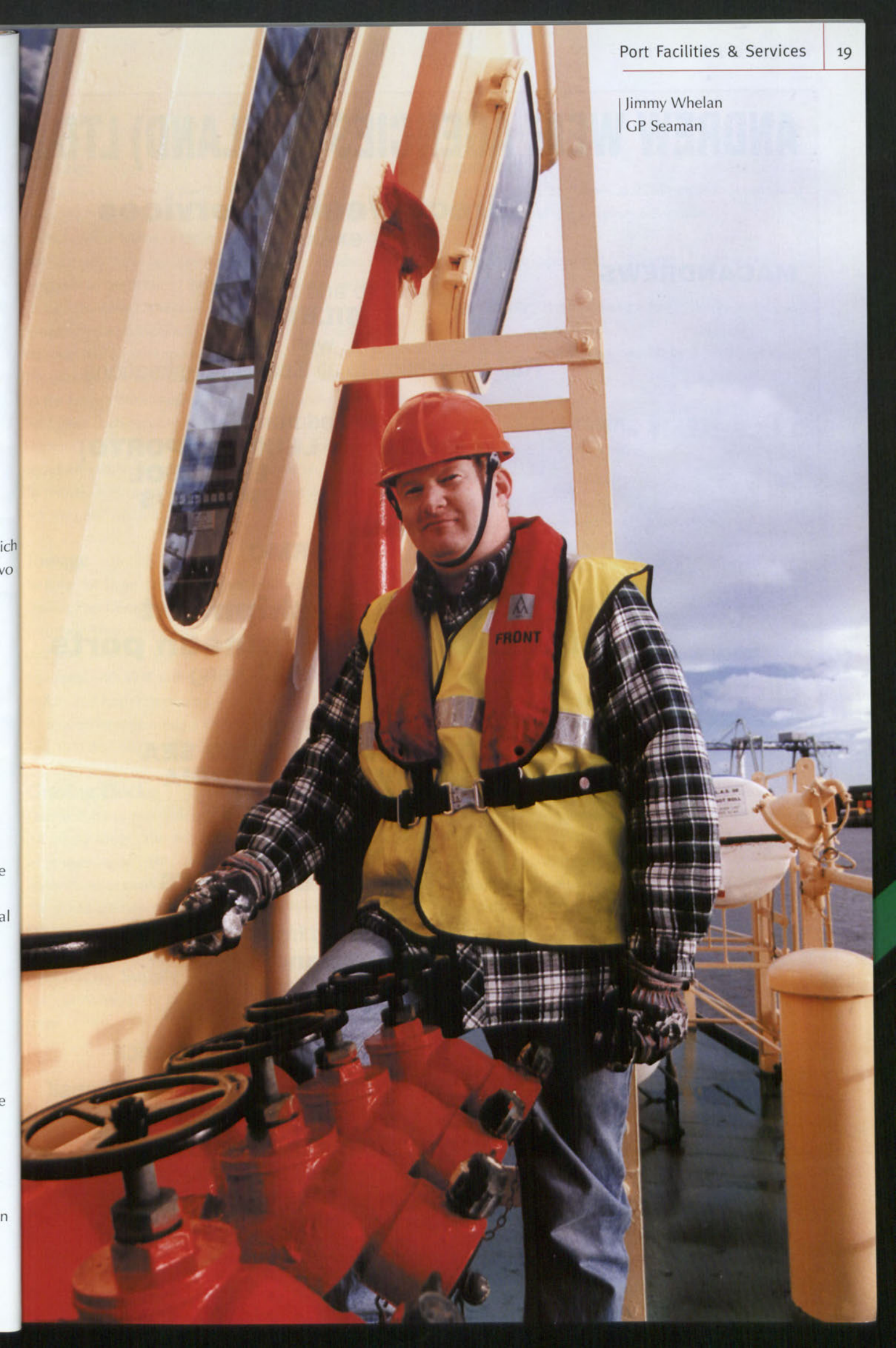
This datum is referred to as L.A.T. and 2.51m below Ordnance Datum Malin Head.

### 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.

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, Tel: (01) 887 6000.

Jimmy Whelan  
GP Seaman



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### UNITED BALTIC CORPORATION

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**Conway House, East Wall Road, Dublin 3.**

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

**Email: aweir agencies@tinet.ie**

## 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. To request a Pilot contact Dublin Port shipping desk at Tel: (01) 887 6028/887 6033.

## Towage

To cater for large ocean-going vessels using the port, Dublin Port Company has provided three diesel tugs fitted with twin Voith propellers. Two tugs are of 35 tonne bollard pull, and one is of 16 tonne bollard pull. They are equipped with VHF radio, Hague Channels 16, 12, 13 and 9 and have fire pumps.

To request towage contact Dublin Port shipping desk at Tel: (01) 887 6028/887 6033.

## 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.

## 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.

## Graving Docks

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

## Diving

Diving 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. For details on diving contact Dublin Port at Tel: (01) 887 6000.

## Stevedoring

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

Dublin Ferryport Terminals

Dublin Port Stevedores

Marine Terminals Ltd.

NorseMerchant Ferries

Poolbeg Stevedoring

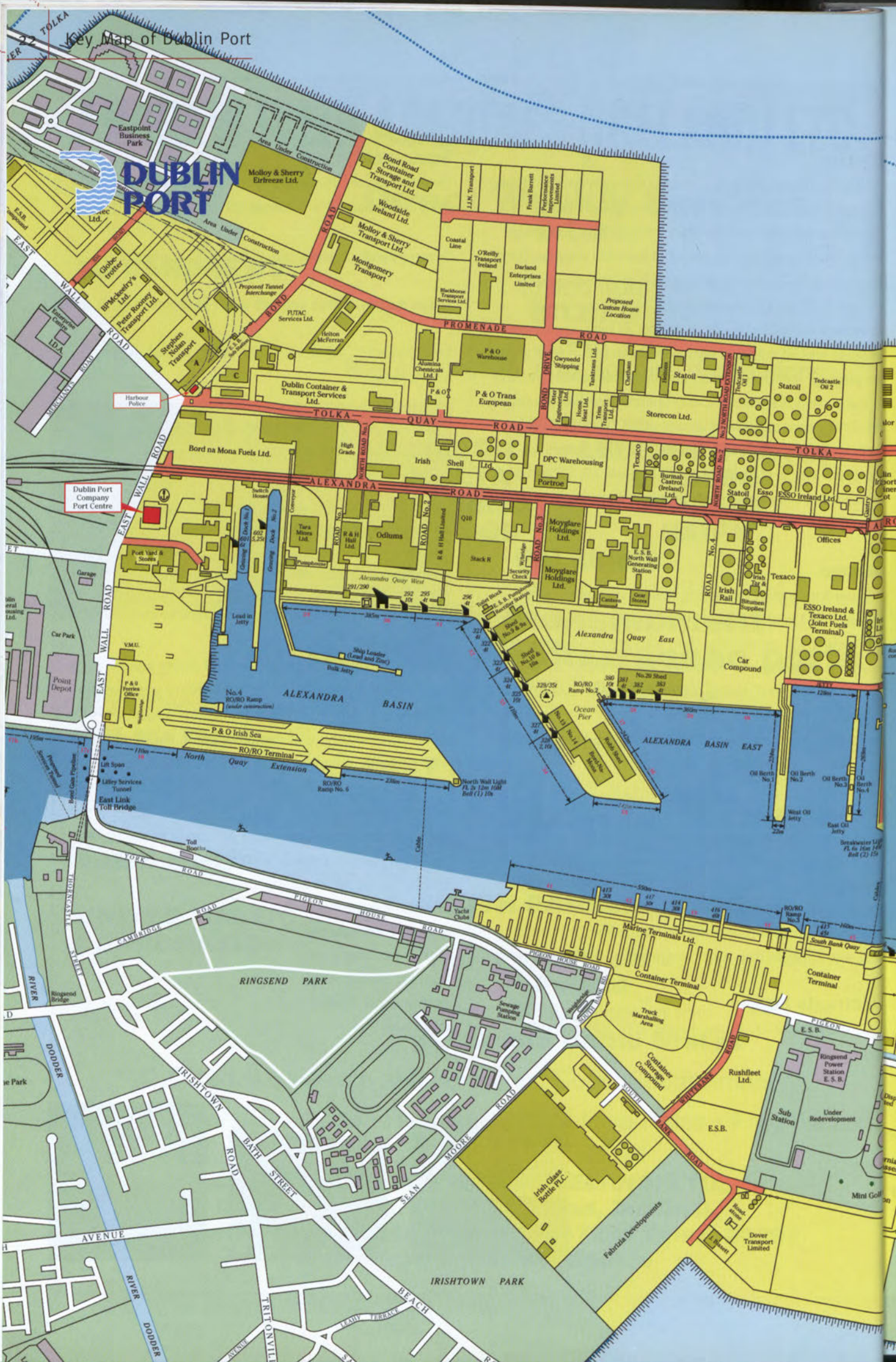
Portroe Stevedores

P&O Irish Sea

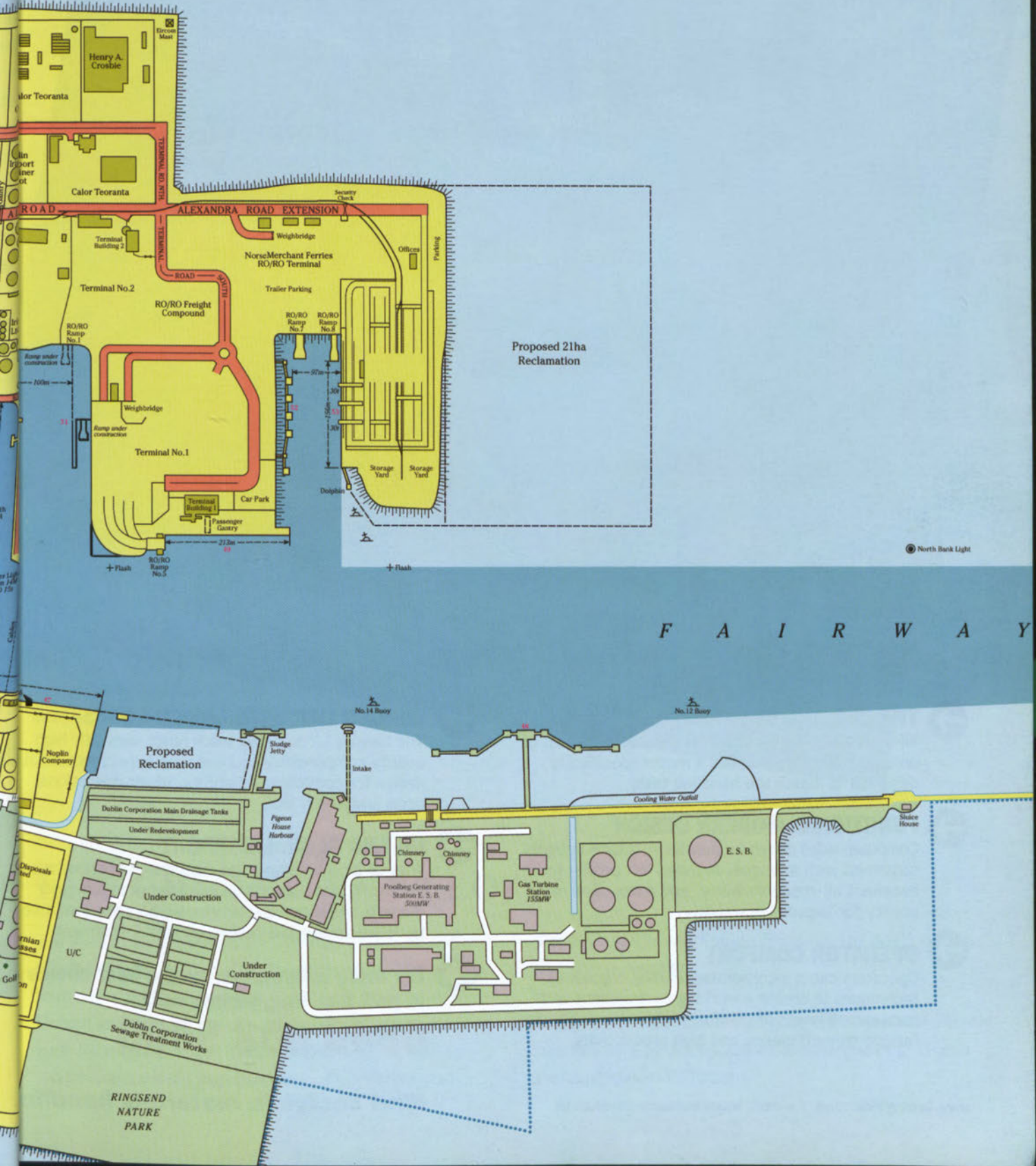
Stena Line



Key Map of Dublin Port







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➔ **THE LANSING SOLUTION**  
Whether your loads are containerised, palletless or unitised, Lansing Linde has a model specifically designed to match the handling task.

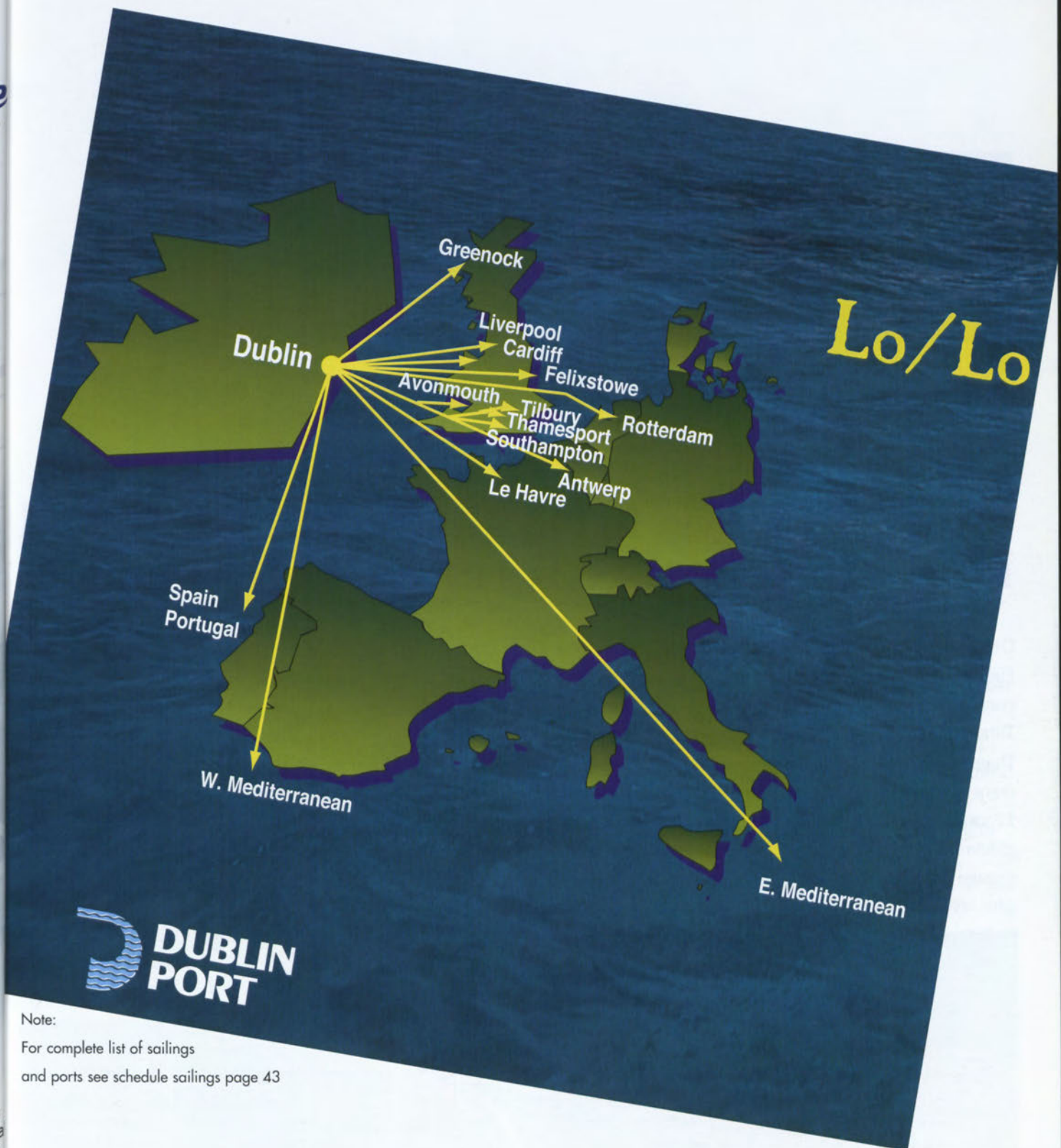
➔ **FUNCTIONAL MODERN DESIGN**  
Computer-aided design for massive structural integrity, combined with a unique, rounded low profile for excellent all-round visibility, and a low centre of gravity for impressive stability.

➔ **OPERATOR COMFORT**  
Operators cabin incorporates leading ergonomic techniques to create a working environment with outstanding levels of comfort and functionality, for fatigue-free efficiency and high productivity.

➔ **LONGER LIFE WITH LOWER COSTS**  
The Lansing Linde heavy truck range uses only high quality componentry coupled with expert industrial design for consistent reliability, lower operational costs and longer life.

➔ **UK AND GLOBAL SUPPORT**  
With 29 local Lansing Linde customer support centres in the UK, and a global Linde network in all major markets, expertise and service support are available to deliver maximum uptime on your investment.

➔ **For more information on the best choice in port handling, please call:**  
**0845 608 5000**

**Note:**

For complete list of sailings  
and ports see schedule sailings page 43

## Lift On/Lift Off (Lo/Lo)

The lo/lo mode represents 21% of total throughput and is handled at two dedicated (lo/lo) terminals in the port. The terminals cater for a range of direct lo/lo services between Dublin and the UK, mainland Europe and further afield to such locations as Egypt, Lebanon and Israel as well as worldwide trans-shipment services. Dublin Ferryport

Terminals (DFT) and Marine Terminals Ltd (MTL) operate the lo/lo terminals.

In addition to the above terminals, containers can also be handled by a by 2 x 64 tonnes mobile cranes at Ocean Pier and Alexandra Quay.



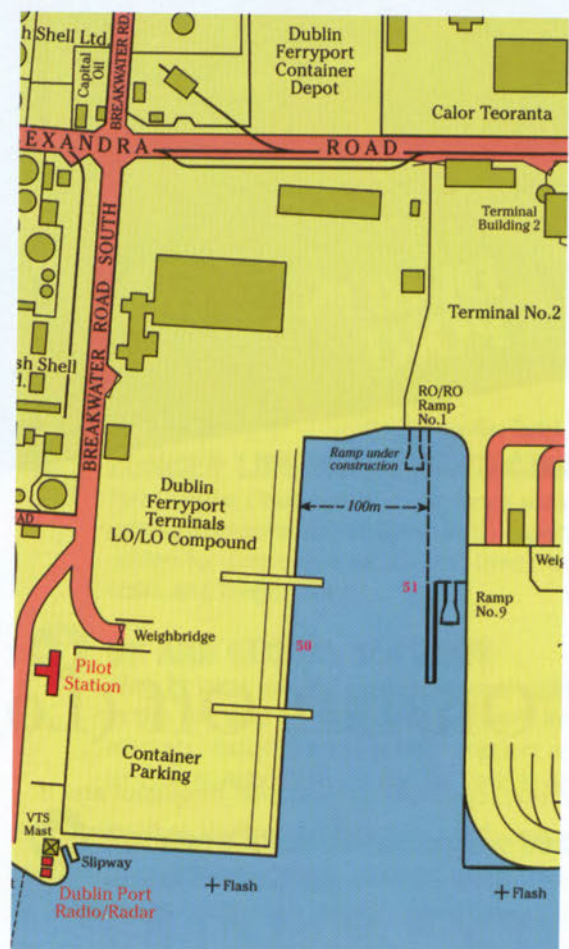
## Dublin Ferryport Terminals (DFT)

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 and Thamesport. The terminal is equipped with two gantry cranes, six straddle carriers, three RTG cranes and 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 additional gate area. This complements the recent berth expansion to 300m at 9.0m 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	300m
Depth at L.A.T.	9.0m standard
Cranes	1 x 32 tonnes gantry 1 x 40 tonnes gantry
Second-handling equipment	6 straddle carriers 3 x 40 tonnes RTG cranes 3 x 12 tonnes FLT
Reefer Points	120 units
Area	11.5 hectares





## Marine Terminals Ltd. (MTL)

MTL operates the South Bank Quay container terminal. The company caters for daily and weekly scheduled services to and from the UK, Northern Europe, Mediterranean and Middle Eastern ports.

The terminal is equipped with 5 gantry cranes backed-up by extensive second-handling equipment and reefer points.

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.

In 2001 a 2 hectare extension was completed at a cost of approximately €2.5m (IR£2m). The terminal has also been equipped with two additional Liebherr ship-to-shore cranes. In 2002 four new rail mounted gantry cranes will be introduced to enhance the second-handling capability, thereby doubling the capacity of the terminal.

### Terminal Details

Length of Berths:	550m and 160m
Depth at L.A.T.	8.5m – 11 m standard
Cranes:	1 x 45 tonnes gantry 1 x 40 tonnes gantry 3 x 30 tonnes gantries
Second-handling equipment	7 Kalmar reach stackers
Reefer Points	112 units





## Roll On/Roll Off (Ro/Ro)

The ro/ro mode is serviced by five ferry companies operating up to 18 sailings daily to the UK, connecting Dublin with Heysham, Holyhead, Liverpool, Mostyn and Douglas. These sailings cater for both the freight and tourism market.

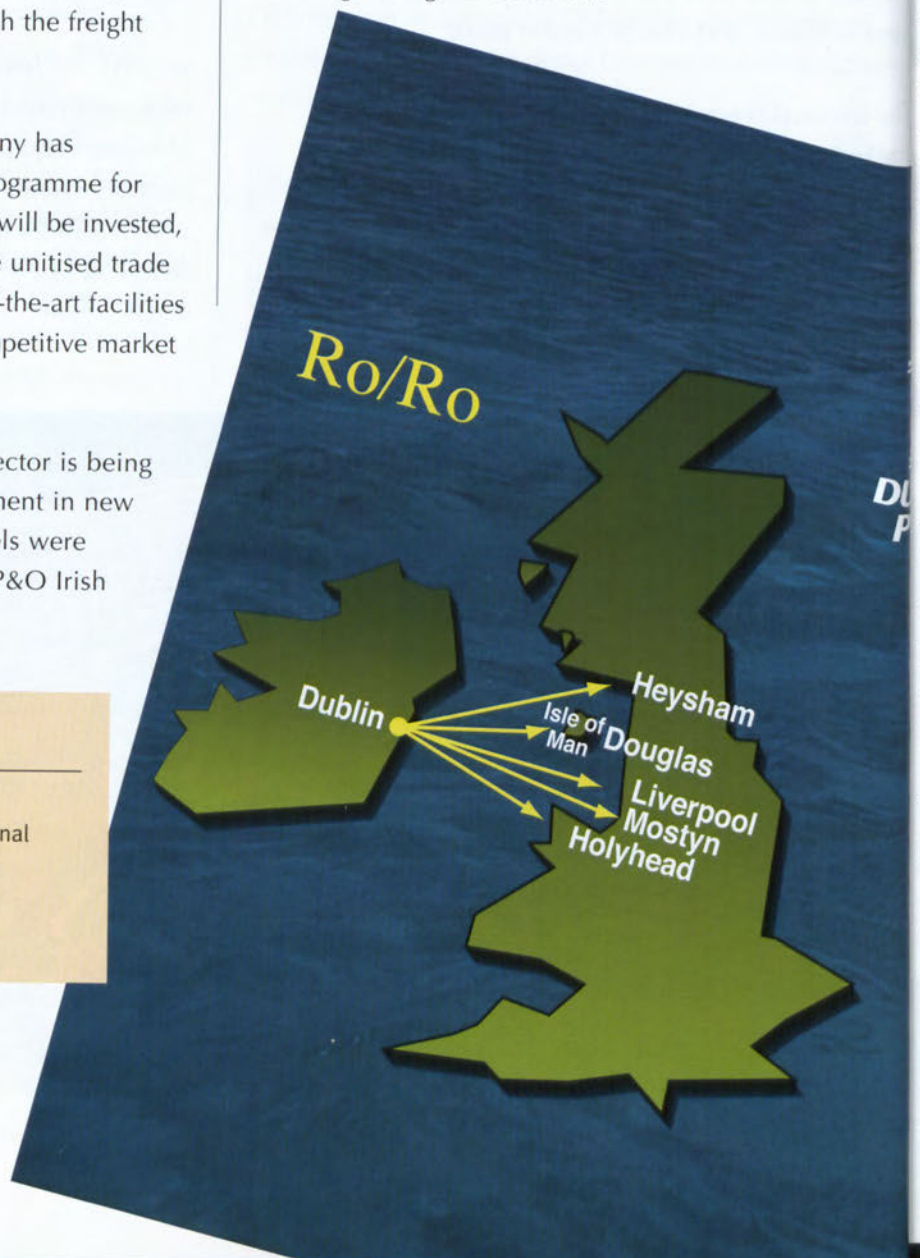
During the past year Dublin Port Company has commenced the largest capital works programme for many years. A total of €63.5m (IR£50m) will be invested, principally on upgrading facilities for the unitised trade ensuring that our customers have state-of-the-art facilities to enable them to succeed in a very competitive market place.

Our continued investment in the ro/ro sector is being complemented by our customers investment in new ships. In 2001 3 new ultra modern vessels were introduced into Dublin by Irish Ferries, P&O Irish

Sea and Stena Line. This investment by the ferry companies ensures a high level of comfort and luxury for passengers traveling through Dublin Port.

### Ro/ro Operators

Irish Ferries  
NorseMerchant Ferries Terminal  
P&O Irish Sea  
Sea Containers Irish Sea  
Stena Line





## Irish Ferries

Irish Ferries is Dublin Port's largest combined passenger car ferry and roll on/roll off freight services operator and the leading company within the Irish owned shipping and transport group Irish Continental Group plc.

Irish Ferries has secured its position as Dublin Port's premier passenger ferry operator through an investment programme of over €400 million in the past six years. The major part of this investment has been spent on the construction of a new, modern fleet of ferry vessels but significant amounts have also been invested in the development of its services. In Dublin Port investment has been made in new freight facilities and the purchase of freight handling equipment. Investment in port terminal improvements have been made in Holyhead Port.

This year, Irish Ferries' biggest commitment to Dublin Port so far was demonstrated by the introduction of the world's largest car ferry Ulysses, which now services the Dublin – Holyhead route.

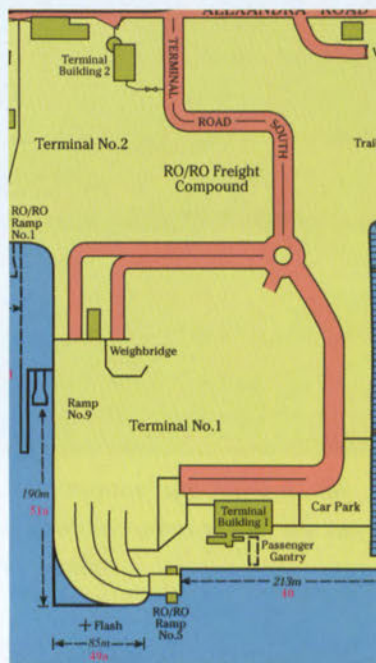
With almost 4km of vehicle lane parking space on board, its enormous car decks have enough space to carry 1,342 cars or 240 articulated trucks per sailing – double the car parking capacity of Dublin's St. Stephen's Green Shopping Centre. It also carries a complement of 2000 passengers and crew.

The €100 million Ulysses is the fourth new vessel introduced by Irish Ferries on their Ireland-Britain routes in recent years. It follows the Isle of Innisfree (1995), the Isle of Inishmore (1997) and the high-speed catamaran Jonathan Swift (1999), all introduced to service through Dublin Port. Today, Irish Ferries operate the most modern ferry fleet in Europe.

On the Dublin Port-Holyhead route Irish Ferries offer up to 6 round trips a day. This amounts to an estimated 1.2

million passengers and 350,000 vehicles being transported through the port annually.

The company's quality focused approach is recognised in numerous awards presented to the company in recent times. For the last four years in a row, Irish travel agents voted Irish Ferries winners of Ireland's Best Ferry Company' Award. Another prestige award presented to Irish Ferries is the IFW Freight Operator of the Year 2000 award – an accolade for which every passenger/freight ferry company in the British Isles competes.



### Ferryport Terminal 1

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

#### Berth 49

Length of Berth 213m  
Depth at L.A.T. 11m standard

#### Ramp No.5

Upper Deck  
Length of Shore Ramp 43m  
Width of Shore Ramp 10.8m end  
Maximum Vehicle Load 40 tonnes  
Lower Deck  
Length of Shore Ramp 40m  
Width of Shore Ramp 20m  
Maximum Vehicle Load 180 tonnes

#### Berth 51a

Length of Berth 190m  
Depth at L.A.T. 8m standard

Length of Ramp 45m  
Width of Ramp 20m  
Maximum Vehicle Load 180 tonnes

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# cut

## running costs

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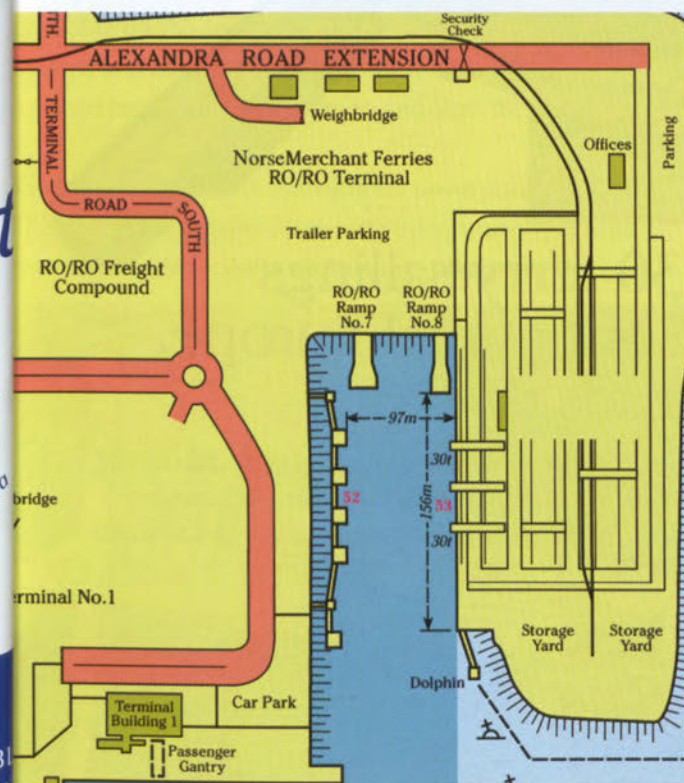


## NorseMerchant Ferries

Under its new brand name, NorseMerchant Ferries encompasses the services of two well established and popular ferry operators, Norse Irish Ferries and Merchant Ferries.

From its dedicated terminal at Alexandra Road Ext., NorseMerchant Ferries offers a choice of two routes to the UK – Dublin to Heysham and Dublin to Liverpool. There are two sailings per day on both routes, with a morning departure and an overnight service in each direction, giving a total of 24 sailings from Dublin every week.

The Dublin-Heysham route is freight dedicated, offering a comprehensive range of services including capability to cater for most types of hazardous cargo, abnormal loads



### Terminal Details

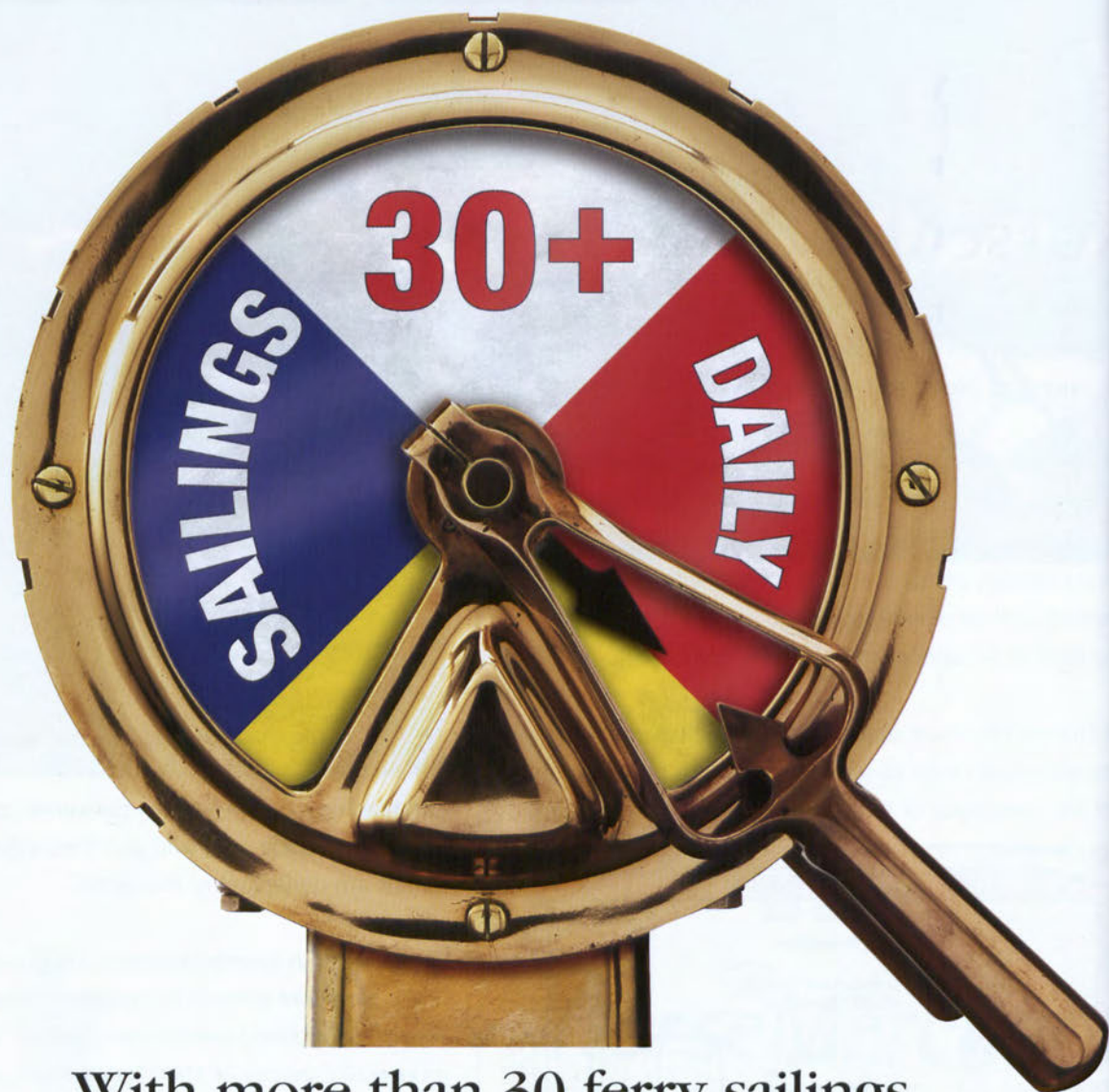
<b>No. 7 Ramp</b>	
Length of Berth	200m
Depth at L.A.T.	7m standard
Length of Shore Ramp	35m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	180 tonnes (180 tonnes low-loader)
<b>No. 8 Ramp</b>	
Length of Berth	156m
Depth of L.A.T.	7m standard
Length of Shore Ramp	48m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	100 tonnes

and machinery. Experienced personnel specialise in the handling of trade cars, and specified areas within the terminals are dedicated to this sector.

On the Dublin-Liverpool routes, the Dawn Merchant and Brave Merchant provide a complete ro/pax service. These superbly appointed vessels were built in 1999. Each has an overall capacity of 1900 lane metres and can carry 250 passengers. With full ensuite overnight facilities, there is an excellent on-board service for both freight drivers and passengers. These vessels operate at a service speed in excess of 22 knots, covering the journey in less than 8 hours. Scheduling and transit times on this route will be further enhanced following the Company's transfer to the new river berth facility at Liverpool in early 2002.

To complete the portfolio of services, NorseMerchant Ferries provides an ISO tank and container service, with its dedicated trailer fleet and handling equipment, and offers landbridge services to Continental Europe through its English Channel partners.

# 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.

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[www.poisfreight.com](http://www.poisfreight.com)

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LIVERPOOL TEL: 0151 8021441 • CAIRNRYAN TEL: 01581 626000

# P&O Irish Sea



New ships, new name, new routes and new look web site go to make 2002 a special year for P&O Irish Sea. P&O is conveniently located at Terminal 3 beside the East Link Toll Bridge. The frequency of sailings offers excellent choice for freight customers, including accompanied and lo/lo tank container operators.

Our Mostyn service opened before Christmas 2001. A brand new purpose built terminal exclusively for P&O Irish Sea customers will provide our normal high level of service and allows rapid turnaround of vessels. We know from feedback from customers that the location of our Ports is an important issue and we try to bear this in mind when choosing ports. Mostyn's big advantage is its convenient location – it is less than 20 miles from the M56. The newest ship to our fleet, European Ambassador and the refurbished European Envoy will operate this route, ensuring continuity of service. Our timetable on this route will offer evening departures from Mostyn and early morning arrivals in Dublin allowing you to avoid heavy traffic en route to and from the ports.

Further information is available on [www.poisfreight.com](http://www.poisfreight.com). This site also contains up to date information real time track and trace facilities and on line bookings.

## Terminal Details

### Ramps

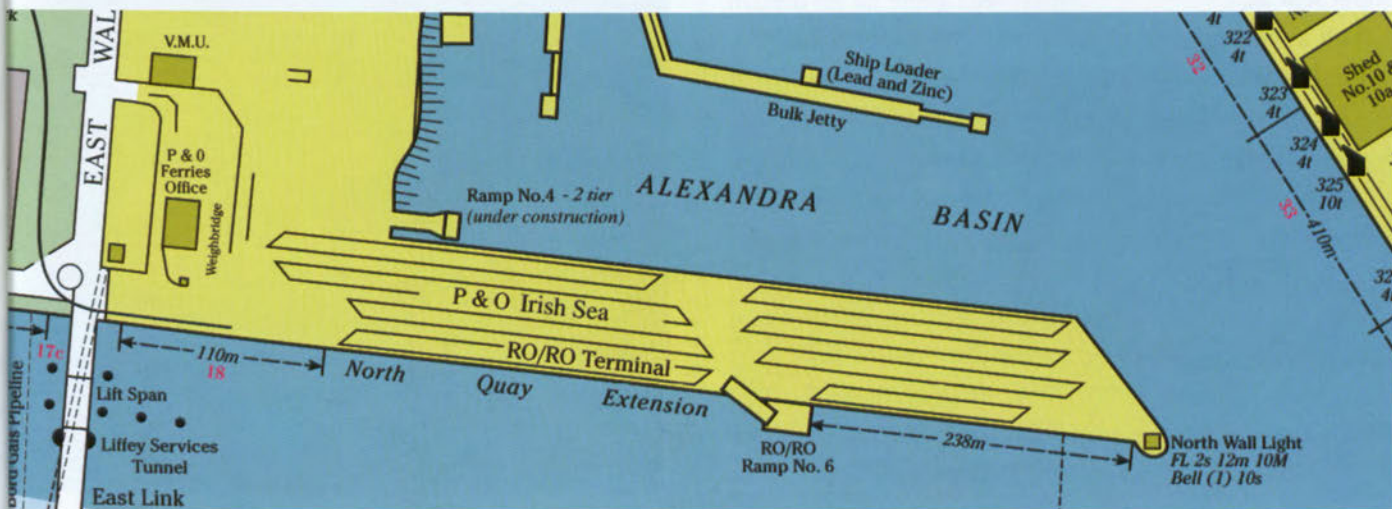
No. 6	
Length of Berth	238m
Depth at L.A.T.	7m standard
Length of Shore Ramp	41m
Width of Shore Ramp	10m at ship end
Maximum Vehicle Load	180 tonnes

No. 4 – Two tier ramp (under construction)	
Length of Berth	290m
Depth	7.1m standard

Upper Deck	
Length	45m
Width	10.8m at ship end
Maximum Vehicle Load	40 tonnes

Lower Deck	
Length	45m
Width	24m at ship end
Max. Vehicle Load	180 tonnes

The 2 tier ramp will be in operation mid 2002.





## Sea Containers Irish Sea

Sea Containers Irish Sea services for 2002 are enhanced with additional sailings and the return of the SuperSeaCat to Dublin Port for the coming season.

After the devastating effects of the Foot and Mouth outbreak in the UK every effort is being made to reverse the inevitable losses incurred by all operators. In the face of the crisis, vehicle and passenger volumes held up very well on Sea Containers Irish Sea services and our onboard services team has maximized the range of duty paid goods available for the benefit of its passengers. In the face of stiff competition the company remains confident that with the fastest crossing times available on its routes and the enhanced passenger facilities on offer, 2002 will see the continued growth of its services.

### Dublin/Isle of Man

The Isle of Man Steam Packet has long established connections to Dublin Port since its inauguration in 1830. It remains the oldest continuously operating passenger shipping company in the world.

The fastcraft SeaCat Isle of Man carrying over 500 passengers and 70 cars will feature in the company's programme of sailings in partnership with SuperSeaCat.

With a crossing time of just 2 hours 45 minutes the route remains popular with passengers providing excellent traveling opportunities from March through until September with up to 4 sailings per week.

During 2002 passengers will still be able to avail of the many flexible and special fares on offer from the Company.

New for 2002 will be even greater travel opportunities. With extra sailings provided for the short breaks from Thursday to Sunday.

With all that the Isle of Man has to offer, 2002 will be truly a memorable year for both passengers and the Company.

### Dublin/Liverpool

The historic link between these two cities was resurrected by Sea Containers and continues to be the quickest and most direct route for passengers.

The sleek and highly versatile fastcraft SuperSeaCat will operate on the route during 2002. With a crossing time of 3 hours and 45 minutes the two cities are brought even closer together. Passengers arriving at Liverpool are immediately in the city centre greeted by the famous Liver Bird on arrival with all that this vibrant city has to offer. The craft accommodated 620 passengers and 140 vehicles. On board facilities include cafeteria, bar, stylish Blue Riband Lounge, our exclusive 1st class service and a range of retail outlets.

The daily service operating from February until November provides passengers with the opportunity to visit the city of Liverpool, its sights and enjoy the excellent motorway connections to the rest of the UK.

In 2002 our passengers can look forward to:

- A longer season of sailings
- A large selection of special offer fares
- Extra sailings at peak periods
- Excellent travel opportunities
- The exclusive SuperSeaCat 1<sup>st</sup> class service

### Ferryport Terminal 1

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

#### Berth 49

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
Maximum Vehicle Load	40 tonnes
Lower Deck	
Length of Shore Ramp	40m
Width of Shore Ramp	20m
Maximum Vehicle Load	180 tonnes

#### Berth 51a

Length of Berth	190m
Depth at L.A.T.	8m standard
Length of Ramp	45m
Width of Ramp	20m
Maximum Vehicle Load	180 tonnes



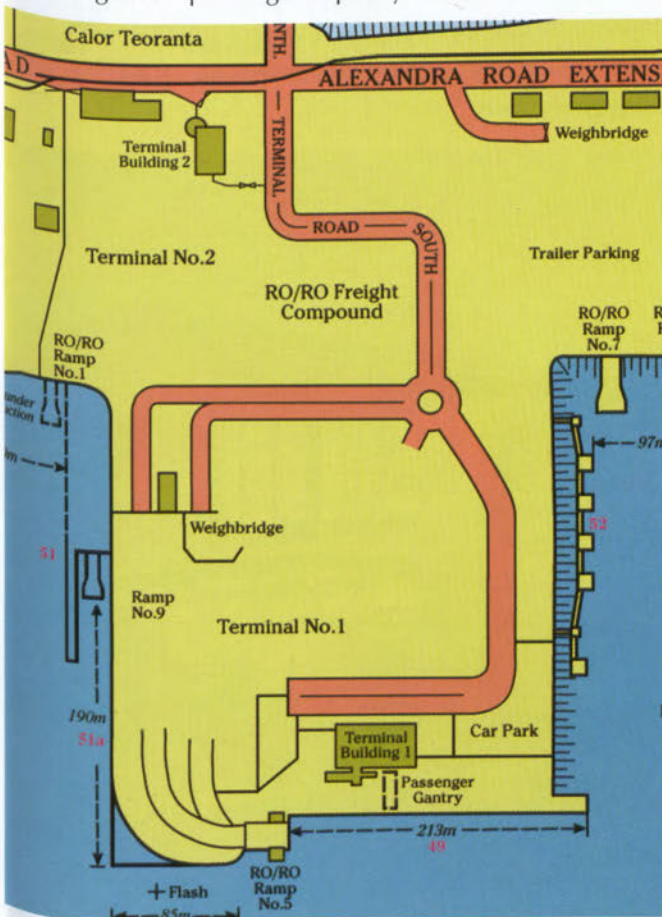
# Stena Line

Stena introduced a new Ropax (freight and passenger) vessel in 2001, on the Dublin/Holyhead route, boosting both freight and passenger capacity.

increase of some 60%. The ship offers 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.stenalinelinefreight.com](http://www.stenalinelinefreight.com) where you can make a booking and find up to the minute timetables and information on all Stena Line routes.



The Stena Forwarder can accommodate 1,000 passengers – double that of the Stena Challenger – and has capacity for up to 2,100 metres of freight and 100 cars – an

## Ferryport Terminal 2

Length of Berth	190m
Depth at L.A.T.	8.0m standard
Length of Shore Ramp	45m
Width of Shore Ramp	20m
Maximum Vehicle Load	180 tonnes

Construction is underway on a new 2 tier ramp in this area. Completion date is August 2002.



Cruise Liner  
Seabourne Pride



Cruise Liner  
Legends of the Seas



## Passengers/Tourism

2001 brought new levels of comfort and luxury for passengers traveling through Dublin Port with the introduction of new ferries by Irish Ferries, P&O Irish Sea and Stena Line. These ferry companies together with NorseMerchant Ferries and Sea Containers have made Dublin Port 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 (Holyhead, Liverpool, Mostyn 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.

Dublin and France will be linked for the first time in June 2002. P&O Irish Sea will operate a new ferry service on the Dublin - Cherbourg route.

Tourism throughput was also buoyant in 2001 with 1.4m passengers and 300,000 tourist cars traveling through the port.



Passenger Terminal No.1



# Passenger Schedule and Ferry Companies Operating in Dublin Port

Port	Ferry Company	Sailings Per Day	Ferry Times		Terminal
			Arriving Dublin	Departing Dublin	
Holyhead	<b>Irish Ferries</b> Cruise Ferry (Passengers & Freight)	2	06.45	09.45	Terminal 1
			18.50	21.35	
Holyhead	Fast Ferry (Passengers)	3	11.05	12.15	Terminal 1
			16.50	18.00	
			22.35	06.15	
Holyhead	<b>Stena Line</b> Cruise Ferry (Passengers & Freight)	2	06.00	09.15	Terminal 2
			18.15	21.15	
Liverpool	<b>Sea Containers Irish Sea</b> SuperSeaCat - Fast Ferry	1	12.15	13.00	Terminal 1
Liverpool	<b>NorseMerchant Ferries</b> Cruise Ferry (Passengers & Freight)	2	06.00	09.30	Terminal 1
			18.15	22.45	
Liverpool	<b>P&amp;O Irish Sea</b> Cruise Ferry (Passengers & Freight)	2	07.30	10.30	Terminal 3
			19.00	22.30	
Mostyn	Cruise Ferry (Passengers & Freight) Sea Containers Irish Sea	2	05.30	13.30	Terminal 3
			14.30	18.30	
Cherbourg	Cruise Ferry		Seasonal	Seasonal	Terminal 3
Douglas	<b>Sea Containers Irish Sea</b> SeaCat - Fast Ferry		Seasonal	Seasonal	Terminal 1

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

Terminal 3 - North Wall Extension, Dublin 1.

*The above schedules are subject to change and should be checked with the ferry company at time of booking.*

## Cruise Line Operations

Dublin continues to be the most popular cruise line destination in Ireland. During 2001, 61 cruise liners carrying nearly 45,000 visitors passed through Dublin port.

In addition to visitors Dublin has become a popular turnaround port with several lines originating or terminating their cruises here. Most major cruise lines call to Dublin Port with many having multiple calls per annum.

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.

Where else in the world would you find culture, history, scenic beauty and 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.



Cruise Liner  
Seabourne Pride of  
City Quay





## 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 €3.8m (IR£3m) comprehensive fire fighting system has been installed for the Eastern and Western Oil Jetties.

### 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 road tankers.

### 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
Poolbeg Power Station	
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

Dry Bulk facilities are provided to cater for the loading and discharging of concentrate, peat, coal, grain, animal feedstuffs, fertilizer, sand, etc.

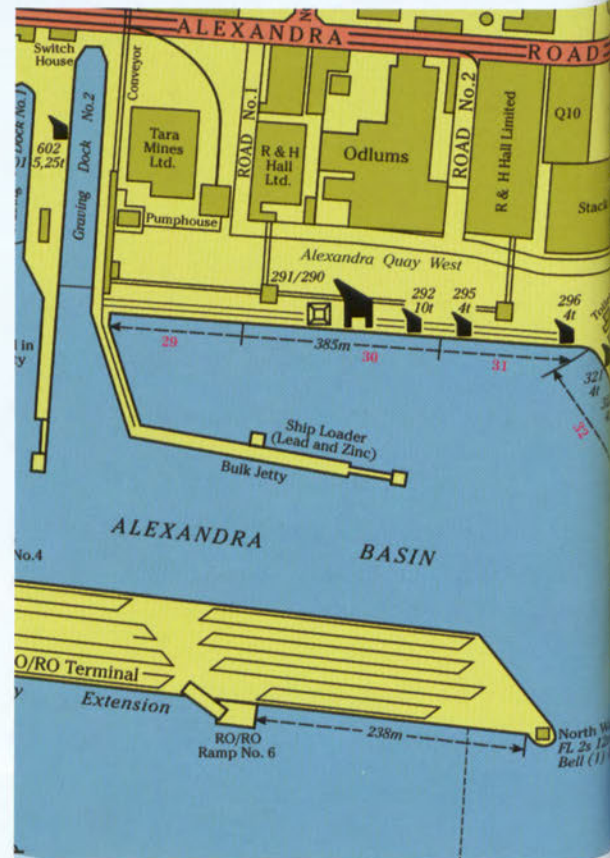
### Dry Bulk facilities include:

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 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 for all other dry bulk cargoes.

There are 2 x 64 tonnes mobile cranes (privately owned).

Privately owned storage for up to 100,000 tonnes of grain, animal feed, etc.



## Common User Berths and Quays

### Bulk Jetty – Alexandra Basin (Dry Bulk)

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

### South Deep Water Quay – (Dry Bulk)

Length of Quay	357m
Depth at L.A.T.	11.0m standard
Open Quay Area	4.25 hectares
Cranes	2 x 10 tonnes grabbing 1 x 4 tonnes

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

### Alexandra Quay West

Length of berth	385m
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	2 x 4 tonnes

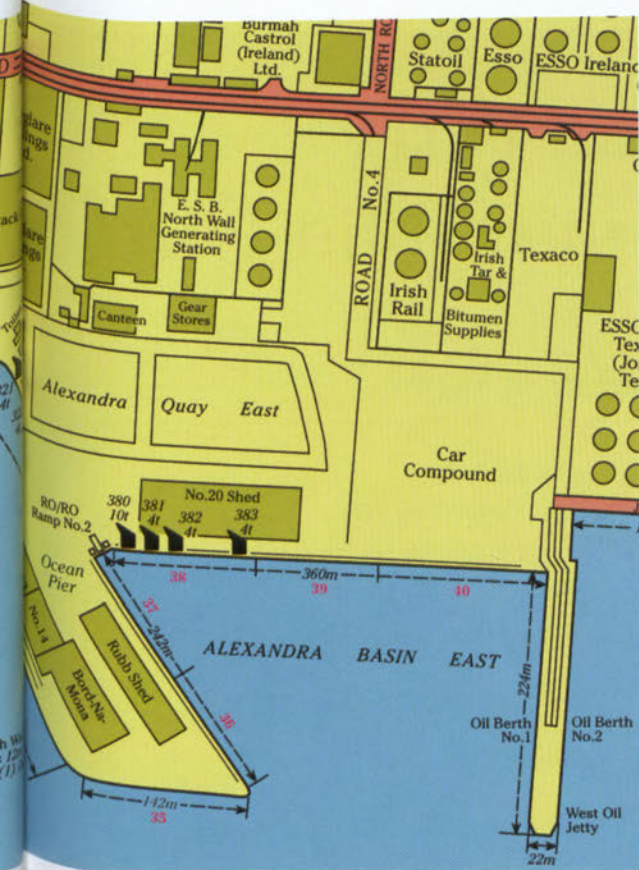


## Break Bulk

Break Bulk accounts for less than 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 3.7 ha. is dedicated to the storage of imported trade cars and commercial vehicles.



Ocean Pier West	410m
Length of Berth	9.5m standard
Depth at L.A.T.	1 x 10 tonnes
Cranes	1 x 35 tonnes
	46m jib derrick

Ocean Pier East	242m
Length of Berth	9.7m standard
Depth at L.A.T.	

3 x 64 tonnes mobile cranes (privately owned) operate in common user area on the north side of the river.

Stevedoring Companies:	Phone Nos.
Dublin Port Stevedores	(01) 6762259
Poolbeg Stevedoring	(01) 8556221
Portroe Stevedores	(01) 8365736



## Passenger Schedules and Ferry Companies Operating in Dublin Port

### RO/RO – Central Corridor (Irish Sea)

Port	Ferry Company	Sailings Per Day	Ferry Times		Terminal
			Arriving Dublin	Departing Dublin	
Holyhead	<b>Irish Ferries</b> Cruise Ferry (Passengers & Freight)	2	06.45	09.45	Terminal 1
			18.50	21.35	
Holyhead	Fast Ferry (Passengers)	3	11.05	12.15	Terminal 1
			16.50	18.00	
			22.35	06.15	
Holyhead	<b>Stena Line</b> Cruise Ferry (Passengers & Freight)	2	06.00	09.15	Terminal 2
			18.15	21.15	
Liverpool	<b>NorseMerchant Ferries</b> Cruise Ferry (Passengers & Freight)	2	06.00	09.30	NorseMerchant Ferries Terminal 1 (Pas.)
			18.15	22.45	
Liverpool	<b>Sea Containers Irish Sea</b> SuperSeaCat - Fast Ferry	1	12.15	13.00	Terminal 1
Liverpool	<b>P&amp;O Irish Sea</b> Cruise Ferry (Passengers & Freight)	2	07.30	10.35	Terminal 3
			19.00	22.30	
Mostyn	Cruise Ferry (Passengers & Freight)	2	05.30	13.45	Terminal 3
			14.30	18.30	
Heysham	<b>NorseMerchant Ferries</b> Freight Only	2	05.15	09.00	NorseMerchant Ferries
			17.15	21.00	
Douglas	<b>Sea Containers Irish Sea</b> SeaCat - Fast Ferry		Seasonal	Seasonal	Terminal 1
Continental Cherbourg	<b>P&amp;O Irish Sea</b> Cruise Ferry		Seasonal	Seasonal	Terminal 3

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

Terminal 3 - North Wall Extension, Dublin 1.

*The above schedules are subject to change and should be checked with the ferry company at time of booking.*



## LO/LO – European

Country	Port	Frequency	Line/Agent	
Belgium	Antwerp	2 sailings weekly	BG Freight	
		2 sailings weekly	Dublin Maritime	
		3 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	
		1 sailing weekly	EuroFeeders Dublin	
		1 sailing weekly	Andrew Weir	
Gibraltar		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	
		4 sailings weekly	BG Freight	
Portugal	Leixoes	1 sailing weekly	Andrew Weir	
		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 weekly	Andrew Weir	
		2 sailings weekly	Seawheel	

## LO/LO - Irish Sea

Port	Frequency	Line/Agent
Avonmouth	1 sailing weekly	Seawheel
Cardiff	4 sailings weekly	Coastal
Felixstowe	1 sailings weekly	EuroFeeders Dublin
	2 sailings weekly	BG Freight
Liverpool	6 sailings weekly	Coastal
Greenock	1 sailing weekly	Seawheel
Southampton	2 sailings weekly	EuroFeeders Dublin
	2 sailings weekly	BG Freight
Thamesport	2 sailings weekly	EuroFeeders Dublin
Tilbury	2 sailings weekly	EuroFeeders Dublin

## 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. There are some transhipments from the destination ports to other ports such as Izmir, Alexandria, Mersin, Beirut. For more detail on transhipments please contact the agents as listed.

Line/Agent	Telephone
Andrew Weir	855 6221
BG Freight	836 4342
Coastal Line	618 5400
Dublin Maritime	874 1231
Eucon	607 5555
Eurofeeders	607 5545
Irish Ferries	855 2222
Jenkinson Agencies	241 1000
NorseMerchant Ferries	855 1551
P&O Irish Sea	855 7001
R. A. Burke	819 2600
Sea Containers Irish Sea	1800 551743
Seawheel	662 2900
Stena Line	204 7777



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No matter where your cargo goes ... we will be with you

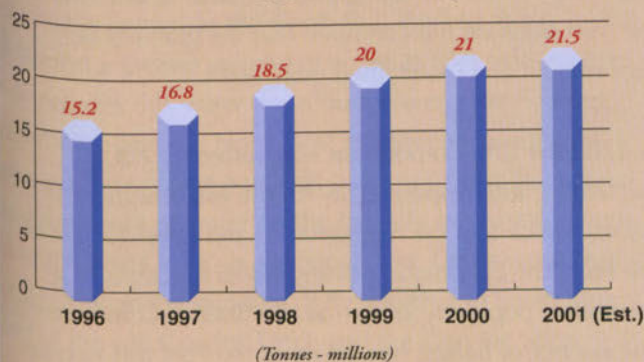
As the leading Marine Cargo and Hull insurer in Ireland, Allianz has the expertise and experience to provide all the cover you need, including: hull, cargo, transit and storage liability. And as the world's leading insurer, we can promise you the highest standard of service right around the globe. Ask your broker today about the power of Allianz.

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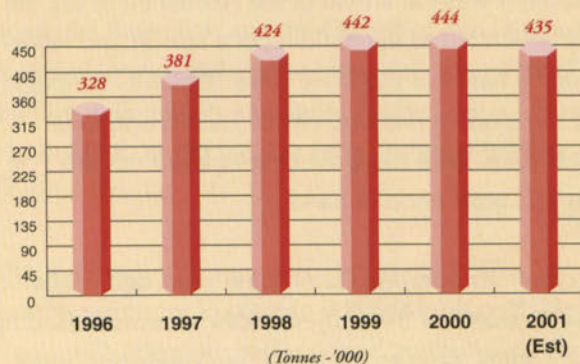
### Statistics 2001/2000

	2001 Est.	2000
Total Tonnage	21.5m tonnes	21m tonnes
Imports	14.5m tonnes	13.7m tonnes
Exports	7.0m tonnes	7.3m tonnes
Ro/ro	535,000 units	490,000 units
Lo/lo	435,000 teus	444,500 teus
Liquid Bulk	3.44m tonnes	3.34m tonnes
Dry Bulk	1.85m tonnes	1.69m tonnes
Break Bulk	135,000 tonnes	162,000 tonnes
Trade Cars	110,000	157,000
Passenger Nos.	1.35m	1.45m
Tourist Cars	350,000	301,000
Ship Nos.	7500 trading vessels including 61 cruise liners	7955 trading vessels including 30 cruise liners

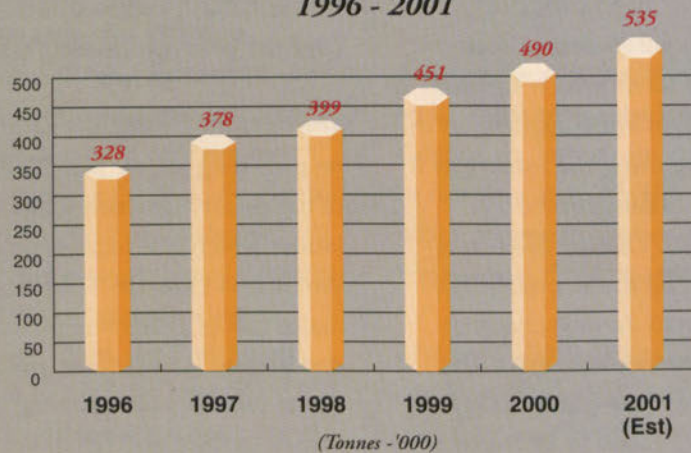
**Tonnage Throughput  
1996 - 2001**



**LoLo Unitised Trade  
1996 - 2001**



**RoRo Unitised Trade  
1996 - 2001**



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 and  
Bridge Authority (Lighting  
function transferred to  
Commissioners of Irish

## Dublin Port 800 AD - 2001 AD

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

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

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

Down through the centuries the changing needs of shipping created problems for the merchants and traders of Dublin whose ships required deeper water and better landing facilities than those which sufficed for the early traders. The difficulties were aggravated by the increasing danger to shipping using the estuary as a result of continuous silting and shoaling in the approaches. At the end of the 17th century there was no well-defined channel leading up to the city. Instead the waters of the Liffey divided into various channels and mingled with those of the Dodder and Tolka and the action of wind and tide set up ever-changing bars and shoals, forming a serious hindrance to the navigation of the river.

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

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

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



1946

1996



Reconstituted under Harbours Act 1946 also Pilotage Authority also Bridge Authority

Reconstituted under Harbours Act 1996 Dublin Port Company

Ringsend to a point now marked by Poolbeg Lighthouse. The year 1786 also saw responsibility for the Port transferred to a new body officially known as the "Corporation for Preserving and Improving the Port of Dublin" but popularly called the "Ballast Board". This new body functioned until 1867.

The works carried out by this Corporation included the completion of the Great South Wall, and the construction of what is known as the North Bull Wall so as to impound a greater volume of water at high tide. As the tide recedes this water flows out between the Poolbeg Lighthouse and the North Bull Lighthouse, scouring a passage through the bar. This scour cuts its own channel and the depth of water on the bar was increased thereby over the years from six to sixteen feet. Other works carried out were the building of the North and South Quays, and of the old Graving Dock and the Graving Slips.

From 1810 the Corporation became responsible for the erection and maintenance of all lighthouses on the coasts of Ireland, but in 1867 this responsibility was transferred by Act of Parliament to a new body which was given the title of "Commissioners of Irish Lights", while the Dublin Harbour Authority was reconstituted as the Dublin Port and Docks Board. Under the new Board the North and South Quays were rebuilt with deeper foundations; this provided greater depths of water alongside, so as to allow vessels to lie afloat at low water, and by 1913 all the old quays, with the exception of Custom House Quay, had been replaced or reconstructed. In addition to the work of reconstruction, the Port Board was fully aware of the need to extend and expand accommodation for the rapidly increasing size of vessels using the Port, and the construction of the North Wall

Extension, which commenced in 1871 and was finally completed in 1937, provided berthage for overseas vessels with a depth of 6.7m to 7.9m on its northern side. The construction of Alexandra Quay between 1921 and 1935 and subsequently of Ocean Pier, has with the North Wall Extension provided a deepwater tidal basin known as Alexandra Basin.

The 1950's saw the completion of Alexandra Quay East, Alexandra Basin East and the Oil Jetties. No. 2 Graving Dock was completed and became operational in 1957. The Dry Bulk Jetty in Alexandra Basin received its first ship in 1968, as did the Car Ferry Terminal (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 a unitised terminal) in 1970 and Ferryport 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.



Better times  
in sight.

PHOTOGRAPHER: S. BRINKKÖTTER



**07-11-2001/Santos/546 containers discharged. Right on schedule,** since HAMBURG SÜD is serving the East Coast of South America on fixed weekdays. Now that's something our customers can depend on and save storage costs by just-in-time-delivery.

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Phone: (353) 1 8320709 Fax: (353) 1 8320723

HAMBURG  SÜD

Facilities were built to cater for the fast developing ro/ro mode. A new deep water ro/ro terminal was constructed at Ferryport.

This multi-user terminal provides facilities to the highest industry standards. Operators are Irish Ferries, Stena Line, Sea Containers Irish Sea and NorseMerchant Ferries (passengers)

The North Wall Extension was reconfigured in 1994 as a dedicated Ro/Ro terminal for P&O Irish Sea (then Pandoro).

A new ro/ro terminal was built at Alexandra Road for Merchant Ferries Ltd. (now NorseMerchant 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.

Eight companies now offer stevedoring services:-

- Dublin Ferryport Terminals
- Dublin Port Stevedores Ltd.
- Marine Terminals Ltd.
- Poolbeg Stevedoring Co. Ltd.
- Portroe Stevedores Ltd.
- P&O Irish Sea
- NorseMerchant Ferries
- Stena Line

Dublin Port is an integral part of Dublin City and 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.

Dublin Port Company proposes to reclaim an area of approximately 21 hectares at the eastern end of the Port to the north of the navigation fairway of the Liffey channel. The reclamation will provide land to accommodate the growing demand for unitised cargo facilities at Dublin Port. 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.

In 2001 Dublin Corporation started work on the Dublin Port Tunnel which is due for completion in 2004.

The 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.

Dublin Port Company was established with effect from 3rd March 1997 and has 12 directors.

- The Minister for the Marine & Natural Resources nominates six directors including the Chairman.
- The Chief Executive is ex-officio 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, Transshipped, or Unshipped in the Harbours of Dublin, Skerries or Balbriggan.*

### Goods Rates

#### 1. Re-Exports

In the case of goods arriving at the Dublin Port 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 Company may from time to time determine and on the form supplied for the purpose, is given to the Company 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 Dublin Port 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 Dublin Port 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 Dublin Port 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	€1.31
08 Feeding stuff for animals (excluding unmilled cereals)	€1.33
27 Crude fertilisers & minerals, excluding petroleum and precious stones	€1.28
28 Metalliferous ores and metal scrap	
Metal scrap	€0.94
Ores and concentrates, other items	€1.00
32 Bituminous Coal, Coke & Briquettes	€1.21
Smokeless	€1.08
Peat Moss in bulk	€0.90
56 Fertilisers, manufactured	€1.28
67 Iron and Steel	
Tubes and pipes fabricated	€1.76
Other Items	€1.42

##### Break Bulk

24 Cork and Wood	
Softwood (1.4 cub. metres = 1 tonne)	€1.37
Hardwood	€2.01
63 Cork & Wood manufactures (excluding furniture)	

Veneers	€3.03
Other Items	€2.01
64 Paper paperboard & articles of paper pulp, of paper or of paperboard	
Liner Board	€1.42
Other items	€2.01

**Liquid Bulk**

33 Petroleum, petroleum products and related materials	
Spirits: White Spirits, Motor Spirit, Aviation Spirit,	
Naphtha	€2.53
Lubricating oils	€2.53
Fuel Oils: Gas oil, diesel, vapourising oil, kerosene, light fuel oil, medium fuel oil, aviation turbine fuel and similar oils	€2.01
Petroleum Bitumen	€1.43
Other Fuel Oil: Heavy fuel oil, residual fuel oil, creosote, tar oil etc.	€1.87
34 Gas, natural and manufactured	€2.53

**Ro/Ro**

78 Road vehicles (excluding laden/empty vehicles engaged in Ro/Ro traffic. See Divs. 98/99)	
Passenger motor cars	€5.89
Other road vehicles	€3.72

**Tourist Traffic**

98 Motor Cars	€1.97 each
Motor Cycles	€1.97 each
Trailers	€1.97 each
Caravans	£3.96 each
Dormobiles/Mini Buses	£3.96 each
Coaches and Buses	€3.96 each
Passengers	€9.21 each

**All Unitised Cargo**

Ro/Ro cargo carrying vehicles and Lo/Lo containers and flats

	Loaded	Empty
Not exceeding 6.1m (20') in length	€14.12	€3.62
Exceeding 6.1m (20') but not exceeding 9.15m (30') in length	€21.19	€5.43
Exceeding 9.15m (30') in length	€28.25	€7.24

*The above list is not a complete schedule.*

*Schedules are available from Dublin Port Company - Telephone: (01) 887 6000/855 0888*





## Tariffs on Vessels (Tonnage Dues)

### Part I

#### Provisions Applying in Relation to Tonnage Rates

- The expressions "the Harbours" means Dublin Harbour, Skerries Harbour and Balbriggan Harbour.
- 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.
- 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.
- 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.
- 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.
- A minimum charge of €49.52 per voyage will be charged on all vessels except those charged under Section 6 and 7 Part II (ordinary tonnage rates).
- In accordance with European Union Regulation 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

- For a vessel trading from or to any port or place in the European Union. See Table
- For a vessel trading from or to any port or place not in the European Union. See Table
- 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 ..... €0.03
- 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 dis-

Part I	EU	Non EU	
	Part II, 1	Part II, 2	
LO/LO	€0.578	€0.648	
Bulk Liquid	€0.630	€1.013	
Dry Bulk	€0.863*	€1.013*	
Break Bulk	€0.460*	€0.971*	
RO/RO:			
Freight	€0.079		
Car Carriers:	€0.296	€0.296	
Car Ferry	€0.079		
High Speed Ferries	€0.097		
	EU	Non EU	
*Note: From 1st March 2002	Dry Bulk	€0.906	€1.064
	Break Bulk	€0.483	€1.020

charge cargo or disembark passengers except temporarily in connection with repairs to the vessel, per ton ..... €0.284

5. For a fishing vessel under 30m in length which enters any of the harbours, for each vessel ..... €2.844

6. For a fishing vessel over 30m in length which enters any of the harbours, per ton ..... €0.284

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. .... €0.06

(b) if under repairs, per ton. .... €0.03

**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 Dublin Port 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). . €0.284 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 Dublin

Port but does not enter the River Liffey or make use of the quays or wharves of the Port. €0.03 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 Dublin Port:-

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 Dublin Port for the purpose of using the Graving Docks or Graving Slips of the Company 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 Company for ship repairing ..... €0.14 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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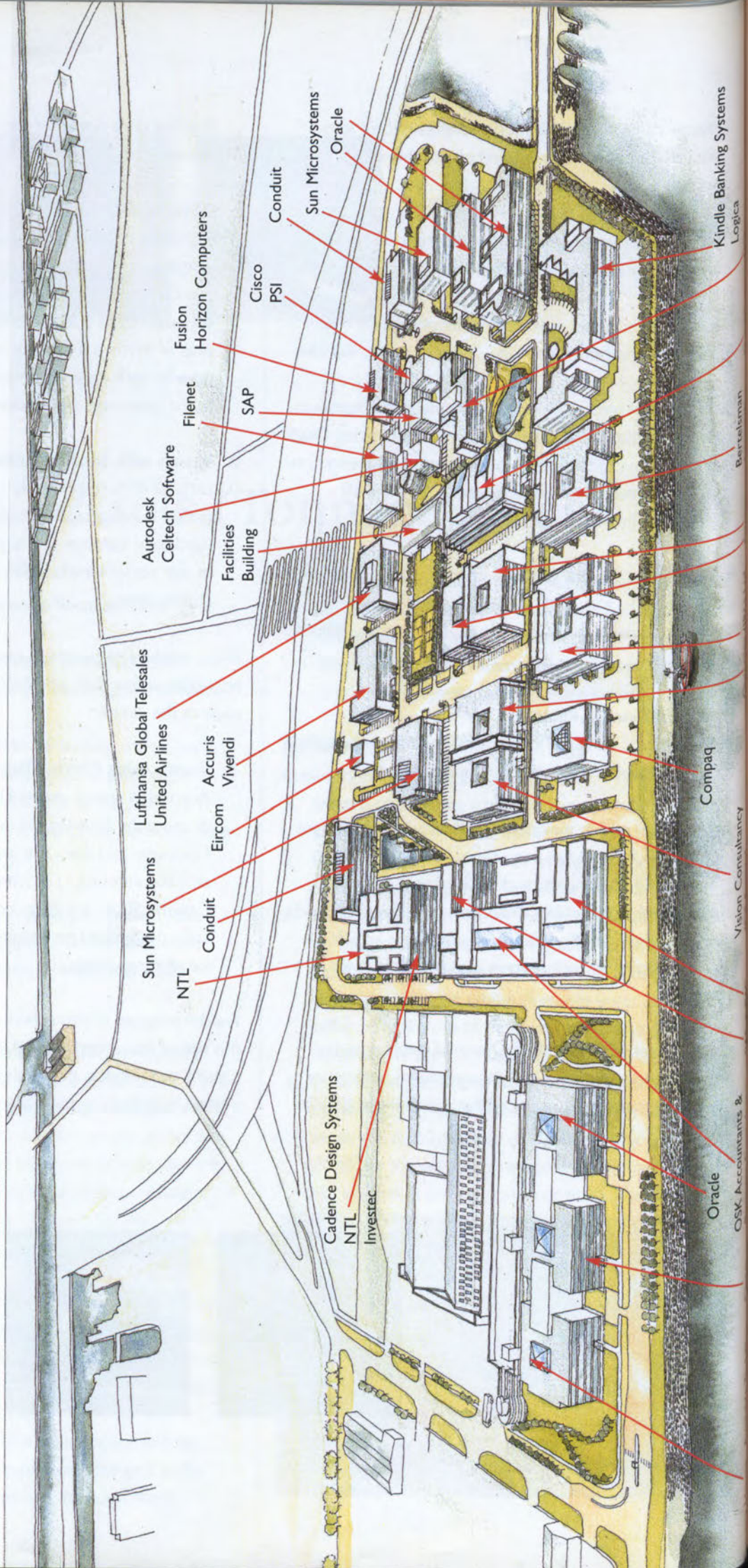
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**IRELAND, EAST COAST – DUBLIN (NORTH WALL)**

Lat 53°21' N Long 6°13' W

TIME ZONE GMT

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

YEAR 2002

JANUARY		FEBRUARY		MARCH		APRIL	
Time	m	Time	m	Time	m	Time	m
<b>1</b> 0020 0554 1241 1827	4.08 0.75 4.27 0.49	<b>16</b> 0105 0644 1317 1914	3.81 0.97 4.11 0.89	<b>1</b> 0142 0712 1400 1952	4.12 0.64 4.44 0.34	<b>16</b> 0145 0729 1400 1950	3.68 0.90 3.88 0.94
<b>2</b> 0110 0640 1329 1918	4.07 0.77 4.29 0.48	<b>17</b> 0142 0722 1353 1952	3.72 1.02 4.01 0.96	<b>2</b> 0233 0800 1451 2044	3.99 0.76 4.33 0.52	<b>17</b> 0219 0803 1437 2024	3.60 1.01 3.75 1.05
<b>3</b> 0200 0729 1420 2011	4.00 0.86 4.26 0.54	<b>18</b> 0221 0803 1434 2033	3.62 1.11 3.87 1.06	<b>3</b> 0325 0854 1547 2140	3.83 0.95 4.16 0.77	<b>18</b> 0258 0840 1519 2102	3.49 1.15 3.61 1.19
<b>4</b> 0256 0823 1515 2111	3.87 1.01 4.17 0.67	<b>19</b> 0304 0845 1516 2115	3.50 1.24 3.71 1.18	<b>4</b> 0424 0953 1650 2242	3.66 1.18 3.97 1.04	<b>19</b> 0344 0922 1608 2149	3.37 1.32 3.47 1.35
<b>5</b> 0356 0923 1615 2214	3.74 1.18 4.07 0.81	<b>20</b> 0350 0930 1604 2201	3.38 1.38 3.55 1.30	<b>5</b> 0530 1100 1801 2351	3.54 1.38 3.81 1.25	<b>20</b> 0438 1015 1707 2248	3.26 1.48 3.37 1.50
<b>6</b> 0502 1028 1721 2319	3.62 1.34 3.97 0.94	<b>21</b> 0442 1022 1657 2255	3.28 1.52 3.42 1.41	<b>6</b> 0640 1218 1912	3.50 1.49 3.72	<b>21</b> 0541 1127 1815	3.19 1.58 3.34
<b>7</b> 0609 1138 1830	3.57 1.43 3.90	<b>22</b> 0541 1123 1758 2354	3.22 1.61 3.35 1.47	<b>7</b> 0103 0749 1338 2021	1.35 3.56 1.46 3.71	<b>22</b> 0004 0656 1244 1928	1.57 3.23 1.54 3.41
<b>8</b> 0717 1250 1936	1.03 3.60 1.43 3.89	<b>23</b> 0644 1226 1901	3.22 1.63 3.36	<b>8</b> 0210 0852 1447 2126	1.35 3.70 1.33 3.75	<b>23</b> 0119 0804 1353 2034	1.52 3.37 1.35 3.57
<b>9</b> 0820 1359 2040	1.06 3.69 1.36 3.92	<b>24</b> 0054 0745 1326 2002	1.47 3.31 1.54 3.45	<b>9</b> 0306 0949 1541 2219	1.28 3.85 1.17 3.80	<b>24</b> 0223 0904 1452 2132	1.35 3.60 1.07 3.78
<b>10</b> 0916 1458 2136	1.05 3.82 1.23 3.95	<b>25</b> 0152 0838 1423 2056	1.39 3.46 1.37 3.60	<b>10</b> 0354 1035 1626 2303	1.17 3.99 1.03 3.83	<b>25</b> 0316 0954 1544 2222	1.13 3.86 0.75 3.98
<b>11</b> 1005 1550 2226	1.02 3.94 1.10 3.97	<b>26</b> 0244 0927 1512 2147	1.25 3.65 1.13 3.78	<b>11</b> 0435 1114 1706 2340	1.06 4.09 0.92 3.83	<b>26</b> 0401 1041 1631 2309	0.89 4.12 0.46 4.14
<b>12</b> 1049 1636 2311	1.00 4.05 0.99 3.97	<b>27</b> 0330 1014 1600 2236	1.08 3.87 0.87 3.95	<b>12</b> 0513 1149 1741	0.95 4.13 0.85	<b>27</b> 0445 1126 1714 2354	0.68 4.34 0.24 4.23
<b>13</b> 1127 1717 2351	0.97 4.13 0.92 3.93	<b>28</b> 0415 1057 1645 2323	0.91 4.09 0.61 4.09	<b>13</b> 0012 0548 1223 1815	3.81 0.88 4.13 0.82	<b>28</b> 0526 1209 1758	0.52 4.50 0.12
<b>14</b> 1204 1756	0.96 4.17 0.87	<b>29</b> 0457 1142 1730	0.75 4.27 0.40	<b>14</b> 0043 0622 1256 1847	3.78 0.83 4.08 0.82	<b>14</b> 0526 1202 1748	0.82 4.04 0.79
<b>15</b> 1240 1836	3.88 0.95 4.17 0.87	<b>30</b> 0009 0542 1226 1815	4.17 0.64 4.40 0.27	<b>15</b> 0114 0656 1328 1919	3.74 0.84 4.00 0.86	<b>15</b> 0018 0555 1230 1816	3.76 0.79 4.55 0.78
		<b>31</b> 0056 0626 1312 1903	4.18 0.60 4.46 0.25			<b>31</b> 0054 0630 1315 1903	4.21 0.40 4.48 0.35

DATUM OF PREDICTIONS = CHART DATUM : 0.20 METRES ABOVE ORDNANCE DATUM (DUBLIN)  
 PROUDMAN OCEANOGRAPHIC LABORATORY, BIDSTON OBSERVATORY, BIRKENHEAD, MERSEYSIDE, UK.  
 Phases of the Moon are reproduced, with permission, from data supplied by the Particle Physics and Astronomy Research Council





### **Some interesting things you might not have known about Dublin Port...**

- Being an Island, Ireland's only way of trading is through seaports and airports. Irish seaports handle 99.5% of Irish foreign trade (by volume).
- Dublin Port is the second biggest industrial estate in Ireland with 4,000 people working in the Port area. Approximately 10% are employed directly by Dublin Port Company. The remainder (approx. 3,600) are employed by haulage companies, ferry companies, oil companies, shipping and storage agents, etc based at the Port.
- Ulysses, the Irish Ferries car ferry which sails twice daily between Dublin Port and Holyhead, is the largest car ferry in the world and is twice the size of St. Stephen's Green Shopping Centre car park!
- The site of the Custom House was under water in the early 1700's. This land was reclaimed and the Custom House was completed in 1791 at a cost of approximately €368,224 (IR£290,000). Other famous Dublin landmarks built on reclaimed land are Trinity College Dublin, Busaras and the International Financial Services Centre (IFSC).
- The biggest cruise liner to dock in Dublin Port, "The Legend of the Seas" is 265 metres long – twice the length of Croke Park! It visited Dublin in June & August 2001.
- The standard container for exporting Guinness is a 20-foot tank that holds 10,000 gallons of Guinness. This is 80,000 pints. It would take someone, drinking 10 pints per day, 22 years to empty it!
- The Port is made up of 650 acres of land and 12 miles of internal roadway
- There are currently 5 freight and passenger ferry companies offering up to 18 sailings per day from Dublin Port to the UK.

# - Dublin Port -



# Services Guide



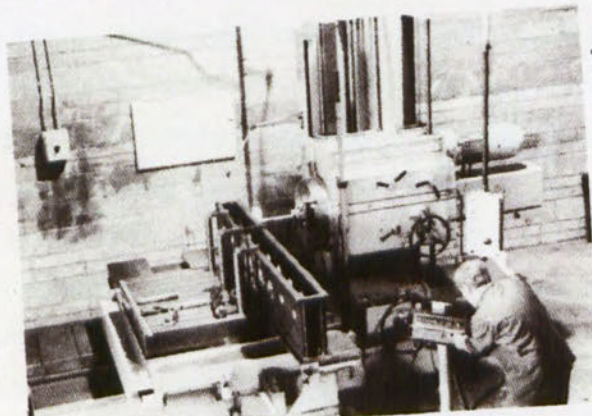
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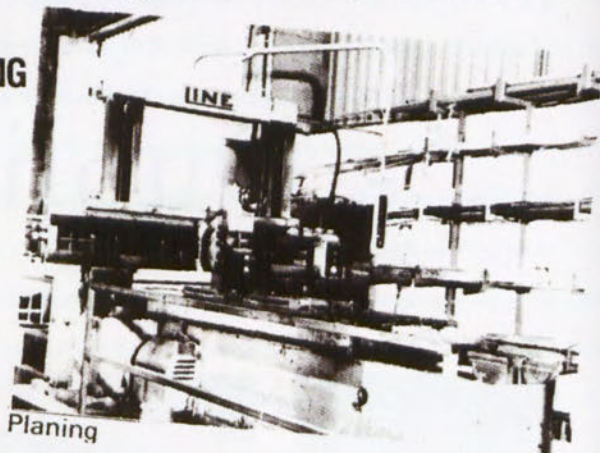
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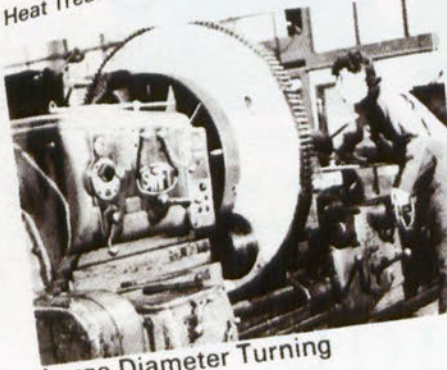
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CNC  
TURNING

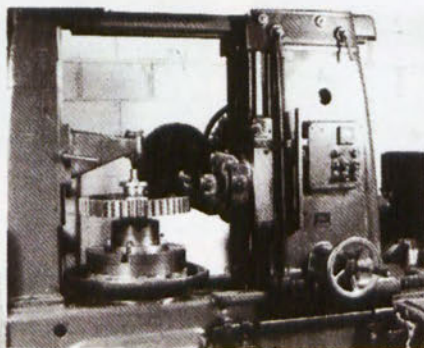


Planing

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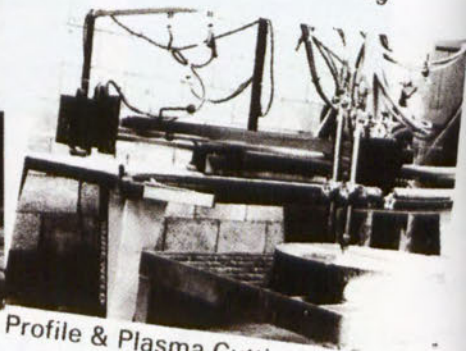


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Gear Hobbing

Punching

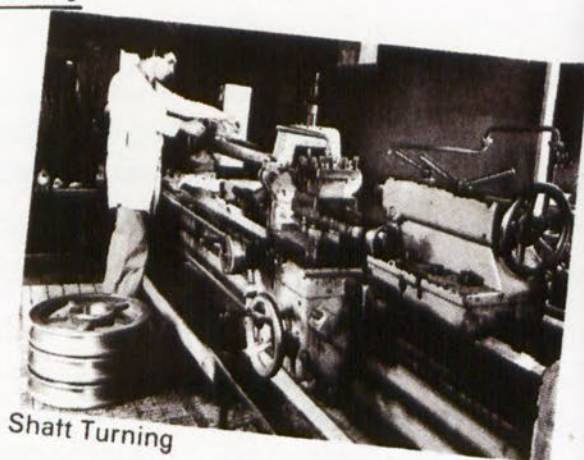


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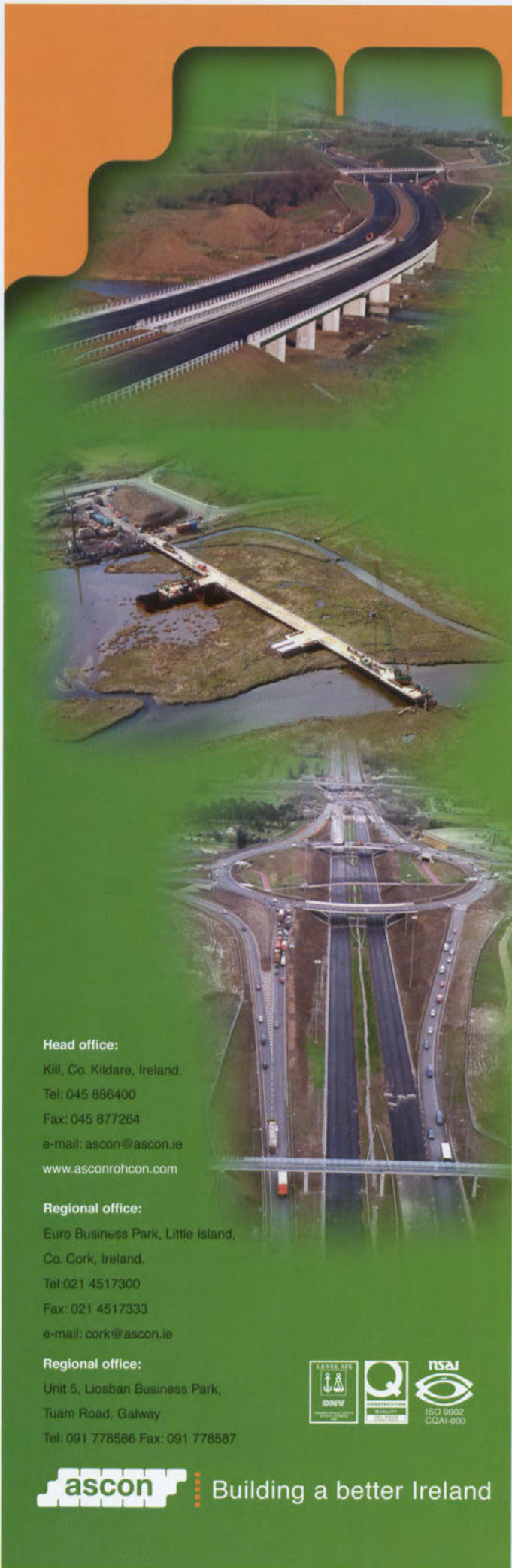
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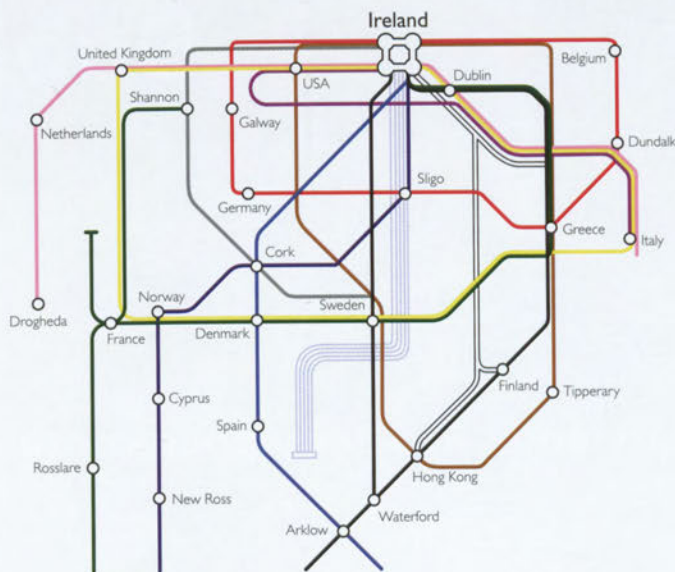
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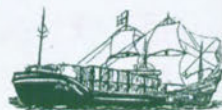
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- Programming
- Initial Design
- Budgets

#### 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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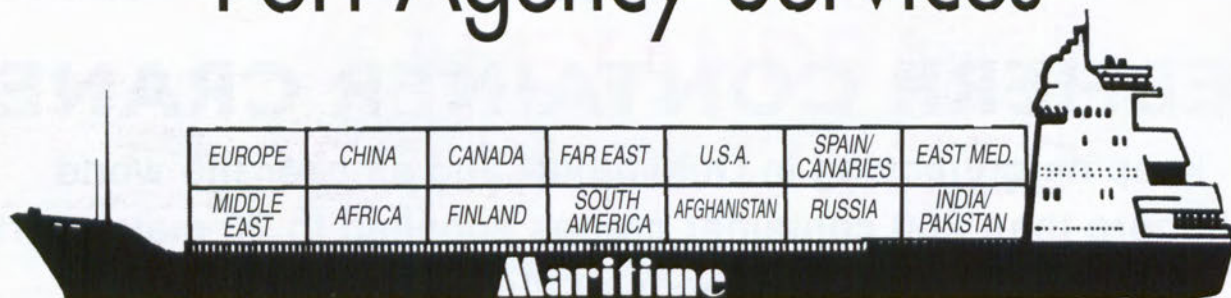
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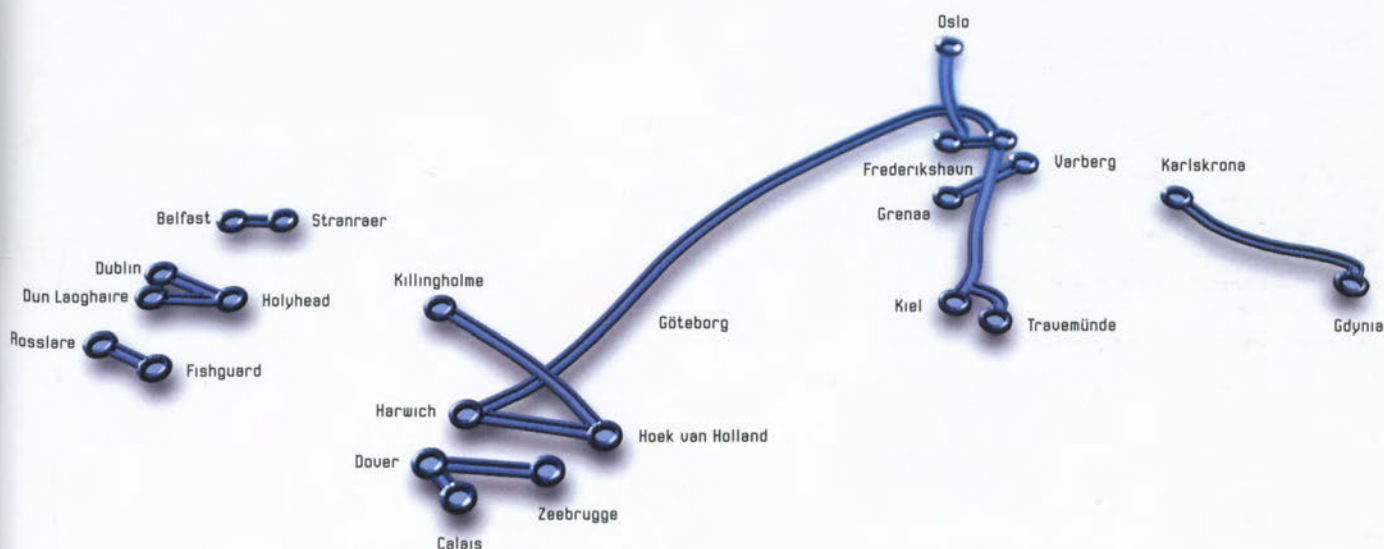
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