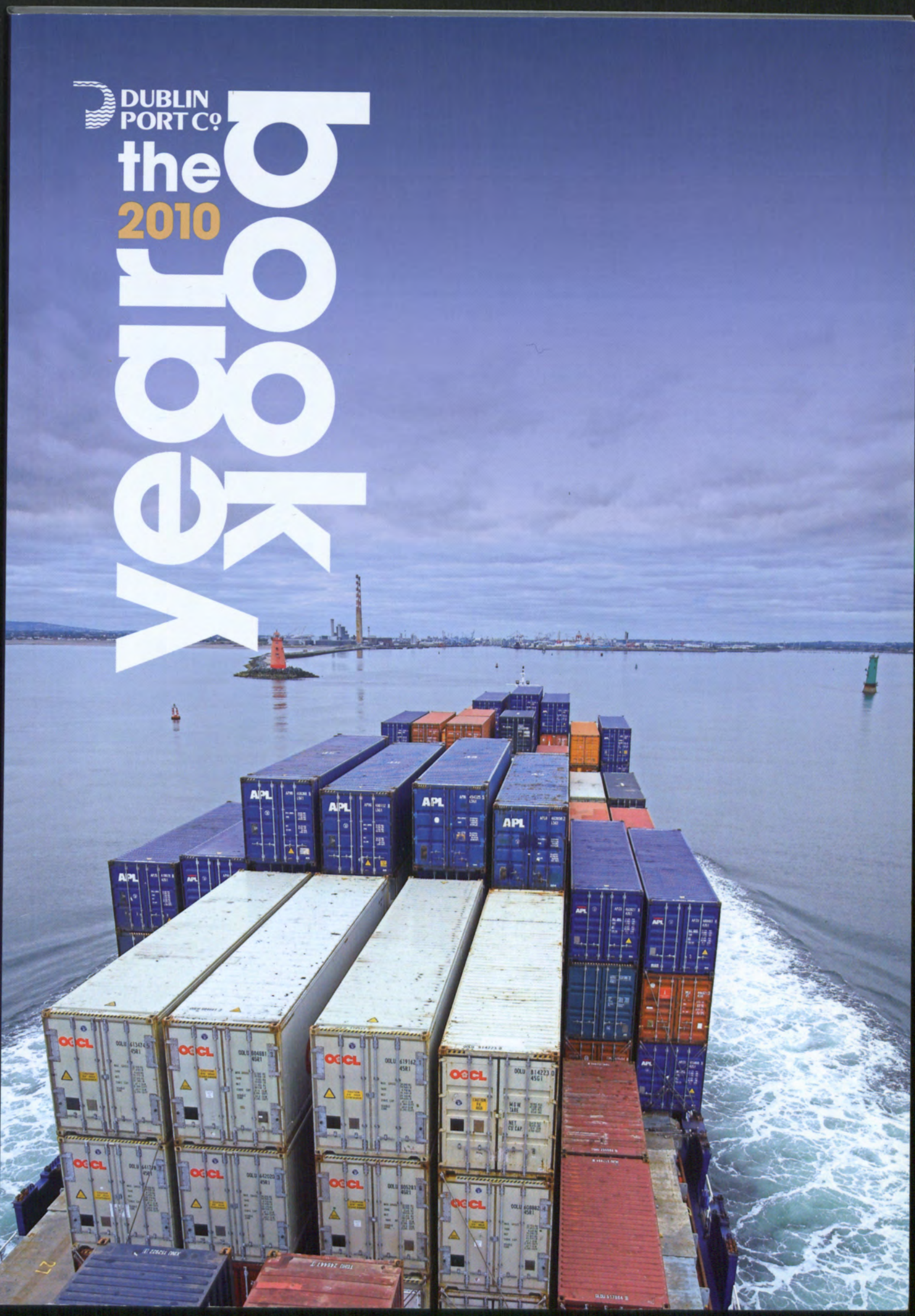
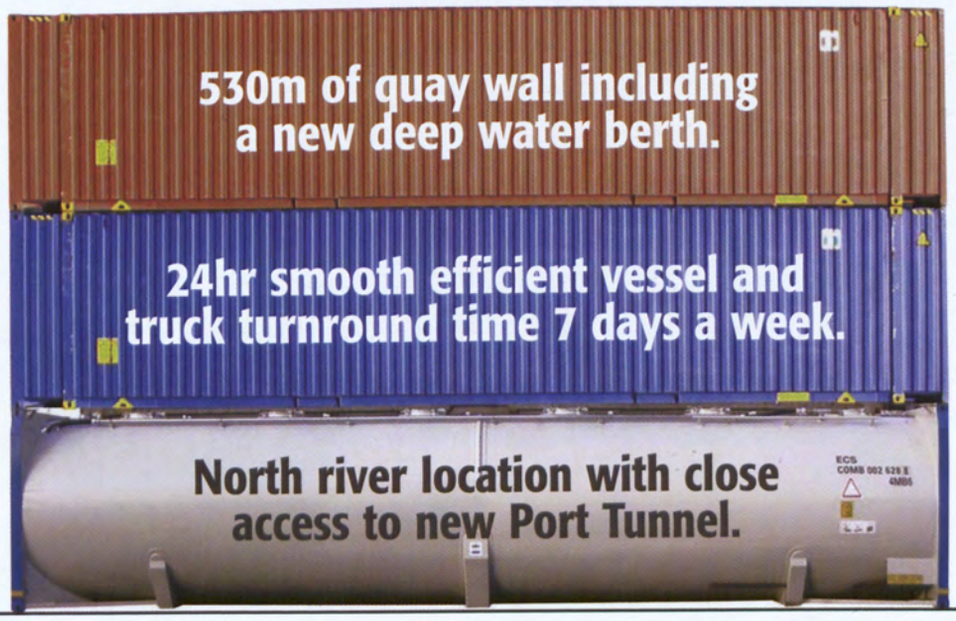
DUBLIN PORT Co

the yearbook 2010





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Fáilte chuig eagrán 2010 de leabhair bliantúil Chomhlacht Phort Átha Cliath. Tá súil againn go mbeidh sé suimiúl agus úsáideach duit. Ár mbuíochas do chuile dhuine a chabhraigh linn don bhliain rathúil 2009 agus gach deá ghuí don bhliain úr romhainn.

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rata

sted below are the known errors in this edition of the Dublin Port Company Yearbook 2010.

age	Correction
0	2008 Total Tonnage figure should read 29,577,000
0	2008 Ro Ro Units figure should read 704,000

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DUBLIN PORT COMPANY
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Procurement	855 0543
Security	887 6883

PASSENGER INFORMATION

Irish Ferries	0818 300 400
Norfolkline Ferries	819 2999
P&O Irish Sea	407 3434
Stena Line	204 7722
Isle of Man Steam Packet Company	1800 805 055
Seatruck Ferries	823 0492

For further details on ferry companies see individual entries

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overview

from Chief Executive, Enda Connellan...

It is at times like these, the most difficult of times, that we Irish, a people spread across almost every continent, use our individual and collective resources to face the challenges of the day and emerge from the experience all the better for it. In that vein, I believe that this sharp downturn provides this country with significant opportunities. Opportunities to regain our competitiveness and to address our cost base by taking the tough decisions that will deliver long-term improvements to benefit us all. We need to face the future with confidence and not stand still, frozen in fear. I am convinced that there is room for optimism and that we have all the resources we need to build for recovery, but we must take care to take the right steps.

It would indeed be difficult not to acknowledge the most significant economic challenge our State has faced in its relatively short history. The full brunt of the downturn is still being assessed and economists have stated that the recession will last longer here than in most other developed western countries. So we have a hill yet to climb.

There are two key priorities for Ireland Inc. Firstly, we must address our cost base to ensure that we regain our national competitiveness and secondly we must get back to the real trading economy and real jobs. We at Dublin Port Company are very conscious of the part we can play in improving national competitiveness given our key role as a facilitator of the movement of goods. Our strategic decision to rigorously manage our cost base and to drive down costs without compromising on the excellence of the service provided has helped us to maintain and sustain profitability.

Many of you will remember that it wasn't always so. The changes that this company has implemented have delivered a significantly more efficient business model that has meant that Dublin Port Company has not had to increase prices to the unitised trade, which accounts for 80% of our revenue, since 1988.

overview

from Chief Executive, Continued...

During the year, independent consultants Indecon prepared a report for the Department of Transport, in the context of The National Development Plan. The publication of the report was a wake-up call to reality and perhaps a signal in our sector that common sense is returning at last. Putting aside the debates of recent years, and against the backdrop of the country's stark new economic reality, the report assessed the role and future development of Dublin Port in terms of location, ports policy, port capacity on an all-island basis, transport and urban development policies, the National Spatial Strategy and national economic policy.

The report confirmed the strategic importance of Dublin Port, as the gateway to the Irish economy, and the study stated that the expansion of Dublin Port is the appropriate policy at this stage. The Board of Dublin Port Company has formally endorsed the key conclusion of the report, which found, after a detailed cost/benefit analysis of seven different scenarios, that the retention of Dublin Port in its present location, together with on-site expansion, would deliver the highest net present value in cost/benefit terms.

Today, as we deal with tough budgets and swingeing spending cuts, it is important that we look at our approach to strategic investment, our own "stimulus" spending, to help us get out of the recession. The Government rightly wants to identify and continue the capital programme with major infrastructural projects that will help rebuild our competitiveness long term. These projects will also in the short term provide much needed employment in the construction sector in particular.

Good "shovel ready" projects are needed which will directly aid our national recovery from this deep recession and will make us well capable of taking advantage of the upturn when it comes. While focusing on cutbacks in areas of day-to-day expenditure, it is also a time to invest in key strategic areas that will assist recovery. We need to nurse recovery along and have our infrastructure in place when it comes.

The role of ports as opposed to the role of airports, and the role of Dublin Port in particular as the gateway to the economy is rightly coming to be seen and treated as a vital part of our programme for recovery. Policy makers are at last recognising the central value of our two "Base Ports", as essential facilitators of trade. The failed concentration on the supposed "asset value" of our ports, instead of their intrinsic business value. We have at last moved away from the property distraction, the failed analogical reasoning based entirely upon superficial similarities, to concentrating on real jobs in the real trading economy. Our traded goods sector, our ability to invent, to manufacture and to export will be the backbone of our return to competitiveness, renewal and growth. Dublin Port is embedded in this real economy – helping create, sustain, service and facilitate it.

Encouraged, we face and relish the challenges ahead. The Company will continue to drive for efficient, profitable growth and as a major commercial state enterprise will make sure its development agenda helps in the drive to restore our national competitiveness. We are very conscious of the need to support the 4,000 real jobs in the local Port

"While focusing on cutbacks in areas of day-to-day expenditure, it is also a time to invest in key strategic areas that will assist recovery. We need to nurse recovery along and have our infrastructure in place when it comes."

estate economy and the need to protect the €35 billion per annum in trade, which flows in and out of the port. Commentators say our national recovery will be based partly on exports and green energy and Dublin Port Company will play a strong role in facilitating the growth our €20 billion in exports, and do so in an environmentally sustainable way by bringing goods and people close to their market.

All of this means that we can now move ahead to play our full part, at no cost to the Exchequer, as a modern efficient port well equipped to help our recovery and support Irish enterprise in availing of the full opportunities it brings. Academic debates and private property play agendas in respect of Dublin Port or other state bodies will no longer be indulged - the price is too high. Sound policy and wise investment decisions can instead be taken for the future of the port and we will approach this challenge with renewed impetus in light of conclusions of the Indecon Report.

At the time of writing our Dublin Gateway proposal to invest €150 million, which would provide a 50% increase in port capacity is being considered by An Bord Pleanála. I know they will give careful thought to the strong arguments we have made for its need as we await a decision over the coming months.

2009 Highlights

It is appropriate to review some of last year's operational highlights. During 2009 and despite the challenging economic conditions, Dublin Port Company continued to expand operations. A major new contract was signed for a new Ro-Ro Service, which will provide a 10% increase in throughput at the port and signals a further and very clear international vote of confidence in the operations at Dublin Port.

The agreement with the leading shipping company, Cobelfret Ferries along with Belgian's C2C Shipping Lines confirmed Dublin Port's position as Ireland's port of choice for importers and exporters and reinforced Dublin Port's direct links with mainland Europe.

The new service provides the port with a further four new sailings to the ports of Rotterdam and Zeebrugge. The vessels used are new and larger with capacity to carry up to 366 freight units. The size of these vessels reflects the international trend towards larger ships and the new agreement also demonstrates the further development of the "Motorways of the Sea", the EU-wide initiative promoting a modal shift of goods from road to sea.

Our commitment to the environment was again demonstrated during the year, as we were able to proudly announce the removal of at least 3,750 trucks from Irish roads with a new rail service agreement between Iarnród Éireann and International Warehousing & Transport. International Warehousing & Transport (IWT) has contracted a train from Iarnród Éireann, and began to make container and tank space available on the train to its customers directly.

The first IWT train carried Coca-Cola concentrate made by Ballina Beverages to the port. The 630 tonne delivery, 18 carriage, 720 foot long train was welcomed to the port before its final freight destinations of Mexico, India, Japan, Turkey and Australia. The announcement again signalled that Dublin Port is the port of choice for accessing Ireland's largest market and remains the cleanest, greenest and most efficient way of getting goods to and from the greater Dublin area.

The new operation is an intermodal service serving the port and augments the already large rail shipments of ore from Tara mines to foreign ports. The new service opens the door for other shipping companies to consider the use of rail to serve Dublin Port in the future and is a sign of the port's strategic commitment to retaining and maintaining the rail network within Dublin Port's estate.

It is also worth mentioning that the port is at the hub of the national road and rail network and is Ireland's only port with direct rail connections to all major train stations in the country and, despite a significant nationwide fall in the amount of goods being transported by train in recent decades, we remain committed to ensuring that we continue to handle rail freight through the maintenance of our own rail network within the Port. This has ensured that the annual 500,000 tonnes of lead and zinc concentrate from Tara Mines is transported directly to Dublin Port by rail resulting in further significant savings in national CO_2 emissions.

Overview from Chief Executive, Continued...

It was with great fanfare and delight that we welcomed the cruise liner, the 'Tahitian Princess' to the capital. The liner, with over 750 guests on board, came complete with its own swimming pool, casino, nightclub, spa, fitness centre and a huge array of restaurants. The 'Tahitian Princess' began its cruise from Dublin Port and elevated the port to a role of 'Home Port' alongside leading cruise cities such as Barcelona, Athens and Venice. The economic benefit of the 'Tahitian Princess' alone was estimated at a staggering €1 million to the city.

This visit was the highlight of the 2009 cruise season where Dublin Port welcomed a record number of over 80 cruise ships and their 120,000 passengers and crew which generated a massive financial boost of between €35 million and €55 million in direct and indirect spend to the local economy. The docking of so many cruise liners and ships was real evidence of the Port Company's commitment to driving the real economy, supporting real jobs and making a significant contribution to the city's retailers and other businesses. Indeed it is worth noting that this trade which we actively sought has delivered a bonanza of almost €350 million in the last ten years.

Community

All of our successes have been achieved without losing focus on commitment to corporate and social responsibility. This year we continued to support initiatives in the social, environmental, sporting and educational areas. The huge bi-annual regatta in Dublin Bay was made possible only through the excellent co-operation between the combined clubs and the company's harbour master.

Our support of the people of Banda Aceh, in Northern Sumatra following the devastating effects of the tsunami on Indonesia in 2004 progressed and to date thousands of local schoolchildren have benefited enormously from the programme.

Closer to home, our support for the Ringsend District Response to Drugs continues to bring great benefit to those using this important service. The annual community family day goes from strength to strength with numbers up again this year. Despite the worsening economic situation, Dublin Port remains committed to playing its part in supporting and investing in the local community and projects which make a real difference to people.

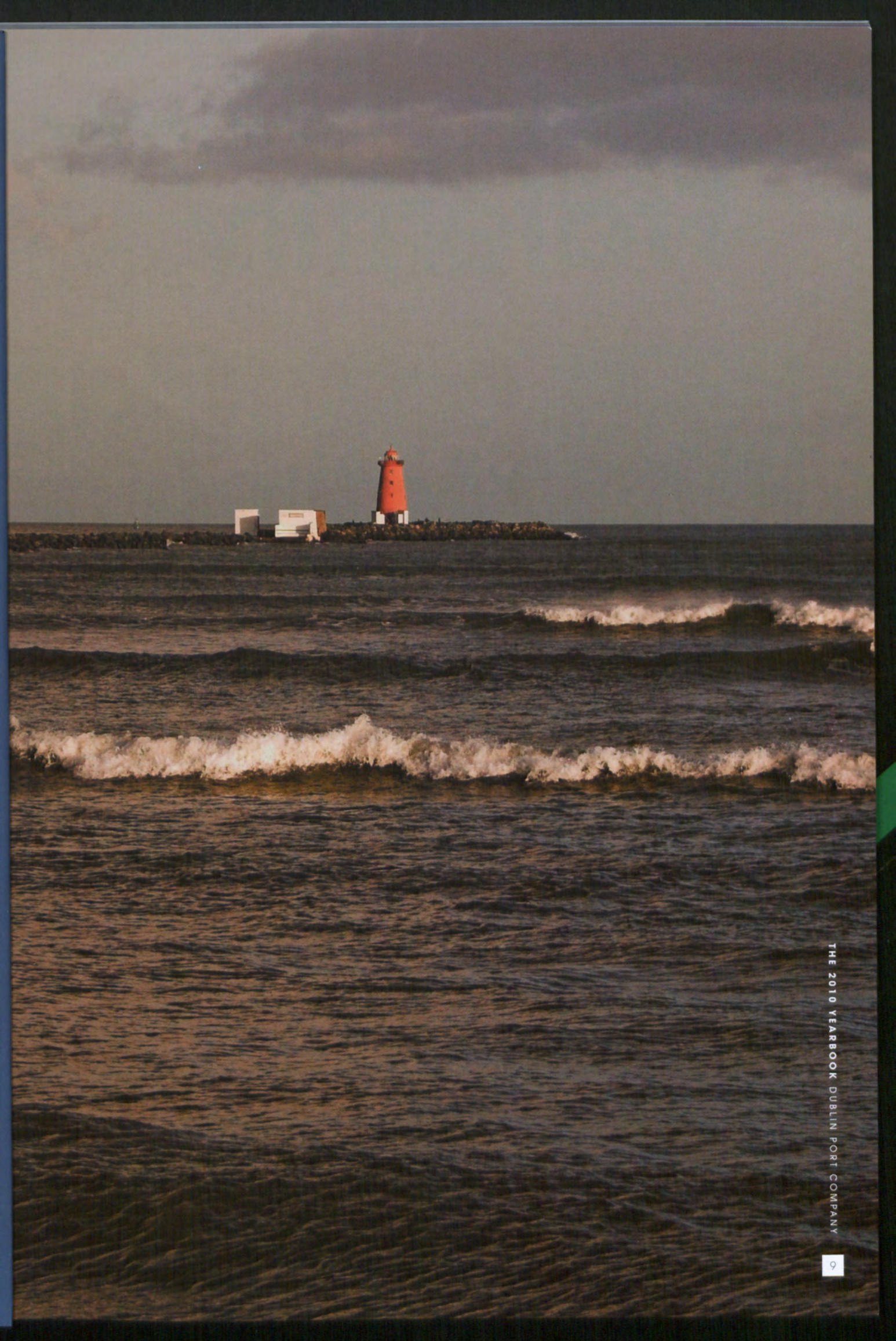
The Year Ahead

Looking ahead to 2010, the company is well placed to see through the current economic challenges and to continue to provide the necessary investment that will help drive the real trading economy when growth returns. We will continue to aid national competitiveness, invest in the port's strategic infrastructure, deliver results for our customers and lower our cost base without compromising on service.

I would like to pay tribute to the skill and determination of my colleagues in Dublin Port Company to maintain the major contribution that the company makes to the economy of the city and indeed the entire country. Their tireless commitment and energy has ensured that the company is well placed to continue to serve the trading needs of our capital city and the rest of the country. I would also like to mention those staff involved in attracting some of the worlds largest and most prestigious cruise liners to Dublin. They can be rightly proud of their efforts, which, have resulted in a timely boost for the capital's tourism and hospitality sectors especially during these recessionary times.

I would like to acknowledge the excellent work of my management team who continue to make an enormous contribution to the smooth, effective and efficient running of the company. Many thanks are also due to the Board of Directors for their continued support, advice and goodwill throughout the year. Their counsel has been invaluable and has helped to ensure that Dublin Port continues to maintain its position as Ireland's leading port. Finally, I would especially like to thank our customers, without whose commitment and confidence Dublin Port would not be the success story that it is.

Enda Connellan
Chief Executive Officer
Dublin Port Company



Maritime Industry Fraternity

Pictured here with Enda Connellan and Ms. Geneviève Fèraud, Head of UNCTAD division on technology and logistics, are the participating delegates and trainers.

On a worldwide basis, ports are continually evolving to handle ever increasing volumes of International trade. However, not all ports are developing at the same rate. UNCTAD (United Nations Conference on Trade & Development) is the division of the United Nations established to assist developing countries to improve performance in a number of areas including the management of ports.

UNCTAD's goal is to:
promote the development-friendly integration of developing countries into the world economy. UNCTAD has progressively evolved into an authoritative knowledge-based institution whose work aims to help shape current policy debates and thinking on development, with a particular focus on ensuring that domestic policies and international action are mutually supportive in bringing about sustainable development.

In 2007, Dublin Port Company was appointed as the English speaking partner in UNCTAD's ports programme and is participating in a three year training programme to help achieve this objective. The initial phase of this programme is aimed at training senior managers from various ports in Asia and Africa. The long term objective is that this will be a self-sustaining programme as those senior managers, trained at Dublin Port Company, will be able to train other managers at their own ports.

In 2008, the first phase of this ambitious 'Train-the-Trainers' programme commenced entitled "Modern Port Management". The first three-week session that covered the first four (of eight) modules was hosted at Dublin Port and was attended by delegates from Tanzania, Ghana, Indonesia, Malaysia and the Maldives. They were trained by thirty three instructors from Dublin Port Company, the United Nations, Customs and Excise, the Irish Exporters Association, and others. This set the foundation for the years ahead.

"The long term objective is that this will be a self-sustaining programme as those senior managers, trained at Dublin Port Company, will be able to train other managers at their own ports."

Making Moves in 2009

In 2009, the final four modules were conducted between 30 June and 15 July at Dublin Port. A total of 40 senior managers from the port communities of Djibouti, Ghana, Indonesia, Malaysia, the Maldives and Tanzania received training in:

- international trade and transport,
- port systems and functioning,
- port challenges,
- health and safety,
- protection of the environment,
- competitive advantages,
- quality management,
- port statistics,
- port tariffs,
- EDI,
- economic and commercial development,
- administrative and legal management,
- technical management,
- Human resources development.

A total of 51 instructors from Dublin Port Company, its port community, Valenciaports, port consultants and UNCTAD contributed to these events by sharing their experience and knowledge with the participants.

In total, the 'Train-the-Trainers' sessions comprised of 240 hours' training, providing senior managers from the beneficiary port communities with the skills and ability to become future instructors.

Focusing on Africa & Asia

The "Modern Port Management" course has been running to schedule. 118 middle managers received training in the first four modules during 2009, at their home ports in Asia and Africa. Participants also use UNCTAD's Train-For-Trade e-learning platform (http://learn.unctad.org).

There has been significant achievements throughout the year.

An example of the importance attached to this programme was the visit of the Tanzanian Prime Minister, Peter Mizengo, to Dublin Port Company in February 2009 to meet the Chief Executive, Enda Connellan, and to discuss how Dublin Port is the success story that it is today. He was accompanied on his visit by Her Excellency Anne Barrington, Ireland's Ambassador to Tanzania. Later, the Prime Minister expressed his wish that the port of Dares Salaam would replicate Dublin Port's model to overcome extreme congestion and inefficiency.

It was significant that within a few days of the Prime Minister's visit, Tanzania's President, Jakaya Mrisho, paid a surprise visit to Dares Salaam Port. A taskforce to deal with the port's problems was set up and the Prime Minister, when answering Parliamentary questions on port congestion, specifically mentioned how he wanted operators at the port to meet the international standards that he witnessed in Ireland.

These sentiments were strongly supported by the Tanzania Ports Authority Vice Chairman, Dunstan Mrutu, when UNCTAD's "Modern Port Management" course started officially at Dares Salaam Port in May 2009. There were twenty five participants from a variety of stakeholder organisations. Mr. Mrutu said:

"This training must be taken seriously as a major step towards human capital development for the port community and maritime industry fraternity."

Peter Mizengo, Tanzanian P. M., H.E. Anne Barrington, Irish Ambassador to Tanzania, pictured with Enda Connellan.

Enda Connellan, H.E. Anne Barrington, Irish Ambassador to Tanzania with delegate.

Michael Sheary and Enda Connellan welcome P.M. Peter Mizengo.

Enda Connellan and Ms. Geneviève Fèraud, Head of UNCTAD division on technology and logistics

Maritime Industry Fraternity Continued...

In a subsequent letter to Dublin Port Company, the Irish Ambassador Anne Barrington applauded the co-operation of Dublin Port Company and Irish Aid, which has responsibility for funding all of Ireland's aid programme in the developing world:

"... your project is a very good example of how Irish Aid's multilateral and bilateral programmes can compliment each other."

A four day training session in May at Dares Salaam saw the implementation of the first module. Implementation of modules two, three and four was completed by mid December 2009.

The other four countries involved (Ghana, Maldives, Indonesia and Malaysia) had implemented four modules by the end of 2009. In a concerted effort to bring all Indonesian ports up to date in the port training programme. Modules one and two were delivered together to twenty eight senior port and operation managers during November.

Managers from Dublin Port Company visited these ports and were actively involved in the delivery of the training modules working alongside the local managers who had already been trained at Dublin Port Company.

It is anticipated that participants in the five countries will have completed their training programmes by the end of 2010.

Enda Connellan, H.E. Mr. Raja Dato Nazrin, Malaysian Ambassador to Ireland & Brendan Howlin, T.D. Leas-Cheann Comhairle.

UNCTAD visiting Dublin Ferryport Terminals.

Plans for 2010

- A training workshop is planned for 2010 for instructors from the network to help fine-tune their teaching skills and to provide a forum where they can exchange best practices and experiences in conducting the Port Training Programme.
- An International Co-ordination Meeting of the English-speaking network will be organised in Dublin, in November 2010. This will assess the pilot phase of the programme and examine how it can be extended within the existing countries as well as potential newcomers.

Community Spirit

'100 Flowers to Bloom' was a colourful, community art project that was launched in 2006. It combined the creative enthusiasm, inspiration and commitment of four diverse groups: St. Joseph's Primary School in East Wall, the nearby Fire Station Artists' Studios, the renowned English artist David Jacques and Dublin Port Company. It was an enormous success, resulting in the children's art appearing on flags along the entrance to the port and in Terminal No. 1. A book detailing he life of the project was also produced to commemorate the school children's efforts.

This '100 Flowers to Bloom' project demonstrates the community spirit that embraces families, schools, volunteers, charities, businesses and organisations around Dublin Port, as well as Dublin Port Company itself. Perhaps this quote, taken from the '100 Flowers to Bloom' book, says it most succinctly:

"Dublin Port Company has always recognised that not only is the port a part of its local community but the community is part of the port. Over the last number of years there has been significant investment by the port in local environmental, social, sporting and cultural projects."
Enda Connellan,
CEO, Dublin Port Company.

The community and the port are intertwined. It is not surprising as the port covers approximately 640 acres and employs 4,000 people. Many of those employed in the port come from the local area, and have done so for generations. When there is a bond that strong, there is an inherent responsibility that goes with it. Dublin Port Company has welcomed this responsibility, pursuing a comprehensive community programme that covers all areas and all ages.

The range of projects is both vast and diverse. Every aspect of community life is included and projects can be little or large, one-off or annual events. But they all have one thing in common: when the community needs assistance, Dublin Port Company does its best to provide it.

One of the most frequent requirements is tours of the port. Groups looking for these tours are not just local: they are national and international too. Merchant Marine students from the United States, visit the port annually to appreciate how short-sea shipping and RO-RO works. (In the US nearly all cargo is transported by road and rail.) Schools, industry representatives, business people, embassies, other international port operators and a variety of other groups have taken tours of the port to find out how the port operates and gain an appreciation of what it does for the community, the city and the country. They are often surprised at how critical the port is to the regional and national economy and the important role it plays in the consumer goods supply chain.

Education

A good example of the relationship between the port and the local communities is the role that Dublin Port Company plays in education in the area. The Company has been involved in assisting with education in the local communities in a number of ways including sponsorships and assisting with the provision of up to date facilities and equipment in the schools.

Dublin Port Company's participation in education extends beyond term time: the Company is one of the main sponsors of a variety of Summer Projects, which are run by the four local community groups to keep children occupied during the school holidays.

The most notable and ongoing education success story is the Scholarship Programme, which supports individuals who wish to pursue a third level education, or repeat the Leaving Certificate examination, who otherwise may not be able to achieve their ambitions. This programme was started in 2001 and since then over 350 students have received support from Dublin Port Company to help them fulfil their dream and continue their education. These students have pursued a diverse range of courses, from Psychology to Archeology, and have studied at an even wider range of colleges, from Dublin to Pittsburgh. All applications are assessed by an independent panel, who then interview the candidates and makes its recommendations to Dublin Port Company. 2009 saw the largest number of awards since the programme began, with 82 successful applications, this was twice the 2008 figure.

Community Spirit Continued...

Of great importance in the application process is the willingness and ability of the individual to contribute to their community when they have finished their studies. There have already been success stories, and these people set an excellent example for others to follow. One student is now a fully qualified Counsellor and offers her services on a voluntary basis to her local community. Another student is qualified as a football coach and now trains a local community team.

Drugs Programmes

Other essential projects include two drug recovery programmes: RD & RD, and "Rinn Voyager". The former, the Ringsend & District Response to Drugs, runs programmes on drug awareness as well as helping those with drug addiction problems to give up and stay off drugs. There is an annual programme for participants who stay clean, and this concludes with an annual graduation event, funded by Dublin Port Company. The Port also funds the drug awareness programme, which is particularly helpful to the families of those with drug addiction problems.

"Rinn Voyager", based at the marina in Ringsend (which is also co-sponsored by Dublin Port Company) and run by Poolbeg Training Centre. This is a programme for recovering addicts from the entire inner city area. The vessel was sponsored by and built in Dublin Port in the mid 1990s, by long-term unemployed. Various elements of the programme have been sponsored ever since. The goal is to encourage participants to work together aboard a sailing vessel. It teaches the crew the value of teamwork, commitment and encourages them to integrate back into society. It is one of the Company's main sponsorships.

Programme Diversity

Not all sponsorship is about education and health. Many of the projects are about bringing enjoyment or exploring the rich history of the port and the surrounding area. Dublin Port Company's open days have attracted many thousands of visitors over recent years giving the public a greater appreciation of the port's operations and its importance in the regional and national economies.

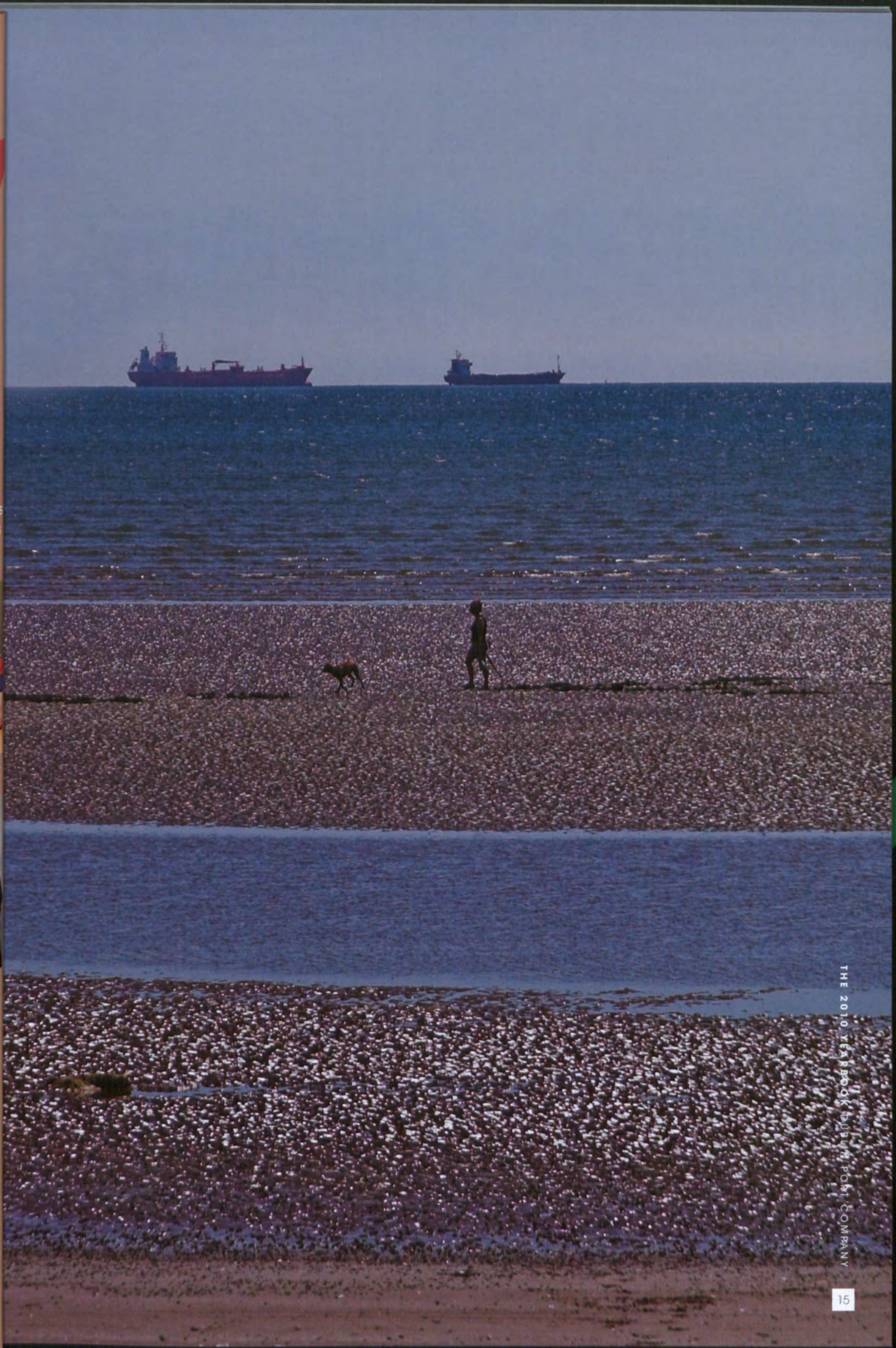
Many of the projects are ad hoc, one-off events that might not happen without the Company's support. During 2009, the Company sponsored a unique project that dwelt on past glories of the North Lotts. Paul O'Brien, an East Wall local who now lives in The Netherlands, found that being away from home, made him think of home all the more. This inspired him to write songs that were stirred up and shaped by evocative memories from childhood stories and personal experiences. It culminated in a book of poems and old photographs, and a double CD entitled Songs from the North Lotts. Lord Mayor of Dublin, Councillor Emer Costello, launched the CD and book in November 2009. This project highlights the accessibility of Dublin Port Company and how willing it is to work with local communities realise their potential and their aspirations.

Dublin Port Company has been working closely with its communities for many years, and its efforts and those of the communities have been recognised.

For example, in 2006, 2007 and 2008, the Company received the Chambers Ireland President's Good Neighbour Award for its work with local communities. These awards, including one for '100 Flowers to Bloom', are a formal recognition of the Company's commitment to Corporate Social Responsibility and its successful working relationship with its neighbours.

Cian Healy, Enda Connellan and Bernard Jackman

Dublin Port Company renew sponsorship of Clontarf Rugby Club. Geoff Curran CRFC, Cian Healy, Bernard Jackman & Enda Connellan.



Our Environment Matters

2008 was a successful year for Dublin Port Company's environmental credentials, having been awarded the high profile ISO 14001 accreditation, the standard recognised worldwide for Environmental Management Systems. 2009 has been no different, with two successful (and obligatory) ISO audits in April and November. The auditor was impressed with the port's progress, especially with Dublin Port Company's commitment to continuous improvement on all environmental matters. This is a major success, and credit must be given to Dublin Port Company's customers, tenants, the staff at Dublin Port Company and in particular the environmental team.

Successes in 2009

The purpose and requirements of Dublin Port Company's ISO Accreditation are to set new environmental targets every year. As objectives evolve, this will drive the port to make more and more changes for the benefit of the environment. 2009 saw a number of important and innovative changes.

- Energy Savings: A key indicator is carbon footprinting. In 2009, Dublin Port Company monitored the electrical energy usage of No. 1 Terminal and, through new procedures and materials, 200,000 KW hours has been saved on lighting. In 2010, the focus will be on implementing similar savings at Dublin Port Company's head office, Port Centre.

- Poolbeg Lighthouse: Poolbeg Lighthouse now has a zero carbon footprint, following the installation of a wind turbine to accompany its solar panels. As part of a pilot project a wind turbine will be fitted to Dublin Port Company's head office building in 2010. If this proves successful, the installation of further wind turbines will follow.

- Electric Vans: One of the key plans for 2009 was the introduction of two new electric vans as part of the fleet of maintenance vehicles used within the port. This was achieved with the assistance of SEI (Sustainable Energy Ireland) and the vans' efficiency and service reliability will be closely monitored over the coming months. If successful, the use of such vehicles will be increased in the future.

- Variable Speed Drives: Variable Speed Drives (VSD) have proven extremely effective at reducing energy consumption. These were fitted to No. 9 Ro/Ro (Roll on Roll off) ramp to increase the ramp's efficiency when in operation. Consequently, the electrical energy consumption of this ramp has been reduced by thirty percent representing a saving of approximately 400 KW hours per day. It is intended to install similar variable speed drive on Ro/Ro ramps No. 1's and 5 in early 2010. A VSD has also been installed on the main ventilation fans at Dublin Port Company's head office which has reduced electrical energy consumption by some thirty percent.

2009 has also been a year of consolidation. Dublin Port Company has focused on improving the environmental management system. The auditing process includes customers and tenants within the port and the six month review allows the environmental team to concentrate on continual improvements throughout the port estate and on other specific port operations.

- Water: Dublin Port Company is committed to reducing the consumption of fresh water throughout the port estate and in 2008 we achieved a fifty percent saving in the use of fresh water. During 2009, the civil engineering team worked hard to make further changes to the system. The Port estate's fresh water piping network was divided into seven different monitoring areas, each of which was fitted with computerised metering equipment. The use of this equipment has enabled the Company to quickly identify sources of leakage in the Port estate so that repairs can be affected more efficiently and this has lead to a further reduction in the use of fresh water by thirty percent. This equipment required a significant initial outlay demonstrating the ongoing commitment by Dublin Port Company to creating a greener port.

- Low Sulphur Fuels: The Company has installed monitoring units to measure the levels of sulphur dioxide (SO2) throughout the port and the results so far have indicated a very low level of SO2 in the port environment. This information will also provide a valuable benchmark for future comparisons as lower sulphur fuels are introduced within the port.

- Reducing Waste: Reducing waste is one of the main objectives of the company's environmental management programme. In October 2009, the port achieved a reduction in waste by some fifty eight percent. This was accomplished by a number of measures including better management of construction and demolition waste, composting of garden waste, recycling of IT materials, use of double-sided printers to reduce paper waste etc. The cooperation of Dublin Port Company staff in implementing these new procedures has been hugely important in achieving Dublin Port Company's environmental goals.

- Training: Relevant staff of Dublin Port Company have taken part in training with the Irish Coast Guard, dealing with the control and response to marine oil spills, in order to be better equipped to minimise the adverse environmental impact of such incidents.

Future Steps

The programme for monitoring noise levels within the port estate will continue in 2010, to establish a baseline for future reference. Noise is an inevitable consequence of port operations but Dublin Port Company is looking at ways to minimise the noise generated from operations within the port.

Under ISO 14001 requirements, a dedicated computerised management system has been up and running throughout 2009. This is laid out in an easy-to-use format that allows people to enter observations and report incidents. This allows the environmental team to be both proactive and reactive. It is hoped that the use of this system will expand in 2010, and all port personnel are actively encouraged to use it.

Through our membership of "Green Ports" and "European Sea Ports Organisation" (ESPO), Dublin Port Company continues to benchmark its environmental performance against other ports within Europe. Dublin Port Company is represented on the ESPO Sustainability Group, which ensures that there is constant monitoring of best practice.

Dublin Port Company's ongoing commitment to its environmental programme was noted in the ISO 14001 auditor's report of November 2009.

Dublin Port Company hopes to pursue all of its environmental targets for 2010 with the support of the staff, our customers and tenants.

The Jewel in the Irish Se

Cruise ship holidays continue to grow in popularity, despite the world's current economic woes. 2009 saw the launch of the world's largest liner, Royal Caribbean's "Oasis of the Seas", as well as the increasing numbers of liners under construction. As an all-in-one experience that now appeals to travellers of all ages, passenger numbers in Western Europe grew to 4.5 million in 2008.

Dublin Port experienced a record year in 2009, with over eighty cruise liners and 120,000 passengers and crew visiting the port. This record will be surpassed in 2010, when eighty five cruise ships are scheduled to visit Dublin Port.

At Dublin Port, cruise liners generally berth at Ocean Pier with some liners berthing up-river at Sir John Rogerson's quay. Passengers are greeted by ground handlers who organise coaches that take the visitors into Dublin City, or further afield on tours to Glendalough, Newgrange and other famous sites. Dublin Port does not have a dedicated cruise line terminal. However, cruise companies are aware that many of the ports they visit are working ports and do not have dedicated cruise passenger facilities. Indeed, passengers enjoy seeing the hustle and bustle of a working port while alongside the berth.

Making waves

Cruise Ireland (of which Dublin Port Company is a member) estimates that the numbers of U.K. and Irish people taking cruises in 2008 was almost 1.5 million, representing a forty three percent increase between 2004 and 2008. This tourism product provides a major boost to local economies with large potential.

Almost sixty percent of cruise passengers visiting Ireland are from the United States. They fly to London to join their ship at ports such as Southampton or Dover. These ports are known as Turnaround Ports, which generate valuable extra income for the local economy as visitors may stay for an additional day or two at the beginning or end of the cruise. Dublin, which is currently designated a Port of Call (where ships typically visit for a day), now has an excellent opportunity to reposition itself as a Turnaround Port, thus benefiting the local economy and Ireland as a whole. In 2009 "Tahitian Princess" (formerly "The Loveboat") was a turnaround cruise at Dublin Port with 750 passengers disembarking and embarking.

The Port Tunnel is hugely influential in this regard, as it offers a fast and direct link between the Port and Dublin Airport, and there is the added advantage that several airlines (Delta Continental, American Airlines and Aer Lingus) fly directly between Dublin and the world's biggest market, the United States. This easy access to the port reinforces the case for making Dublin a Turnaround Port. Dublin Port Company is working hard to achieve this objective and continues to talk directly to cruise line companies worldwide. As cruises continue to grow in popularity, Dublin Port Company works alongside Cruise Ireland, Dublin Tourism, Failte Ireland and others to attract more cruise liners to Ireland's shores. It is and shall remain a vital part of Ireland's tourism income.

Short Sea Specialists

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SPAIN	BILBAO	FRIDAY
	DUBLIN	MONDAY
	BILBAO	FRIDAY
PORTUGAL	LISBON	FRIDAY
	LEIXOES	SATURDAY
	DUBLIN	TUESDAY
	LISBON	FRIDAY
	LEIXOES	SATURDAY
POLAND	GDYNIA	DUBLIN (VIA HULL)
	DUBLIN	GDYNIA (VIA HULL)

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MacAndrews Shipping (Ireland) Limited
Conway House,
East Wall Road, Dublin 3.
Ph: 00353 1 8552644 Fax: 00353 1 8557234

New Arrivals

Dublin Port Company, as well as continuously investing in port infrastructure, is also committed to improving its services to customers by enhancing the fleet of vessels available for use within the Port. Over the last two years the company has taken delivery of two new pilot cutters "Liffey" and "Camac" and a multi-purpose work vessel "Rosbeg" as well as placing an order for two new tugs. The two new tugs, to be named "Shackleton" and "Beaufort" are due for delivery in early 2010.

This investment is essential to ensure that current services can be provided in a more cost effective and environmentally friendly way and emphasises the port's customer-centric, forward-looking and progressive ethos.

Pictured here at the naming ceremony Mrs. Helen Ahern, godmother to "Rosbeg".

Rosbeg

"Rosbeg" is a multipurpose work vessel that might better be described as a port's "Swiss Army penknife". Its versatility is its greatest strength in satisfying numerous maintenance and servicing requirements within the port. "Rosbeg" is 19.70 metres in length and has a beam of 8.36 metres. It is capable of assisting vessels in manoeuvring by either pushing or towing. It is fitted with a plough which can be used to perform river bed-levelling functions, something previously not available in the port. It carries a versatile crane which can be used to lift buoys out of the water for servicing, carry out quay wall repairs and maintenance, and assist vessels in the port with various maintenance tasks. It can be used as a work platform for diver support in underwater survey and maintenance work. It can also be used for emergency response situations and has been designed to carry a twenty foot container for fire-fighting or oil pollution equipment. "Rosbeg" is capable of carrying out a wide range of activities, which in the past, were carried out by a variety of different craft and equipment, much of which had to be hired.

The name "Rosbeg" comes from the Rosbeg Bank in Dublin Bay. Previous vessels at the port have also borne this name.

Shackleton & Beaufort

Two new tugs, instantly recognisable in their emerald green and white colouring, will be introduced to the port in early 2010. The tugs will be named "Shackleton" and "Beaufort", after two famous Irishmen. Ernest Shackleton who came from Athy Co. Kildare is the renowned Antarctic explorer. Francis Beaufort from Navan Co. Meath was a Royal Navy Admiral who devised the Beaufort windscale used all over the world. The tugs are "Voith Schneider" tractor tugs each having a bollard pull of 50 tonne, compared to the existing tugs which have a bollard pull of 35 tonne. This increase in towing capacity was deemed to be necessary to cater for the increasing size of ships and cruise liners that will visit the port. The two tugs were built in Astilleros Zamakona in Bilbao, Spain.

The Voith Schneider" system of propulsion provides a very versatile and manoeuvrable tug which is ideally suited to operate within the confined berth areas found in a port environment. The older tugs which are being replaced by these new tugs had this propulsion system so our existing crews are already fully familiar with this system.

The tugs are also fitted with fire-fighting monitors to assist with emergency response around the port.

The construction of the new Pilot cutters, multipurpose work vessel and the new tugs represents an investment by Dublin Port Company of some €16 million in new plant over the last two years indicating the importance that Dublin Port Company places on the port's future.

Staying on track

Dublin Port Company, being responsible for the management of one of Ireland's largest industrial estates, is very aware of the environmental issues surrounding the operations in such an area. Having been accredited with ISO 14001 verification for its Environmental Management System, the company is constantly reviewing how it can minimise its environmental impact and CO_2 emissions in particular.

One of the ways to reduce CO_2 emissions from transport is to move more and more goods by rail and Dublin Port Company is committed to facilitating this mode of transport. To this end, the company has continued to maintain its rail links over the years, providing a direct connection to all major population centres. Dublin is located at the hub of the Irish rail network and all main lines radiate from Dublin.

Unfortunately until recently, little interest has been shown is moving goods by rail. The exception to this has been Tara Mines who export over 400,000 tonnes of Lead and Zinc ore each year through Dublin Port and all of this is delivered to the port by rail. However, in the last year a renewed interest has been shown in moving more goods by rail. In mid 2009, IWT (International Warehousing and Transport Ltd) began to operate a container train twice a week between Dublin Port and Ballina, and an increasing number of customers are now expressing an interest in switching from road to rail. This service alone will remove 3,750 trucks from the roads on an annual basis. Not alone will this reduce CO_2 emissions; it also frees up the busy road network, promises better delivery time and delivers economies of scale. Dublin Port Company's efforts are being fully supported by Iarnród Eireann, who have been very proactive in facilitating these developments.

The port's rail ambitions will be greatly enhanced with the new 21 hectare site, as rail will form a vital part of the layout, running directly into the container compound. Plans are currently being drawn up to extend the existing rail network within the port to provide better access directly to the quay wall enabling a more efficient link between vessels and cargo operations ashore.

It is important to note that goods can be moved by rail to almost anywhere in the country from the capital city. This makes Dublin Port the only truly rail connected port in the country. Dublin Port Company's efforts to explore the potential of rail and open up the network to customers will continue, as economies of scale make rail an excellent and more environmentally acceptable way of moving goods around the country.

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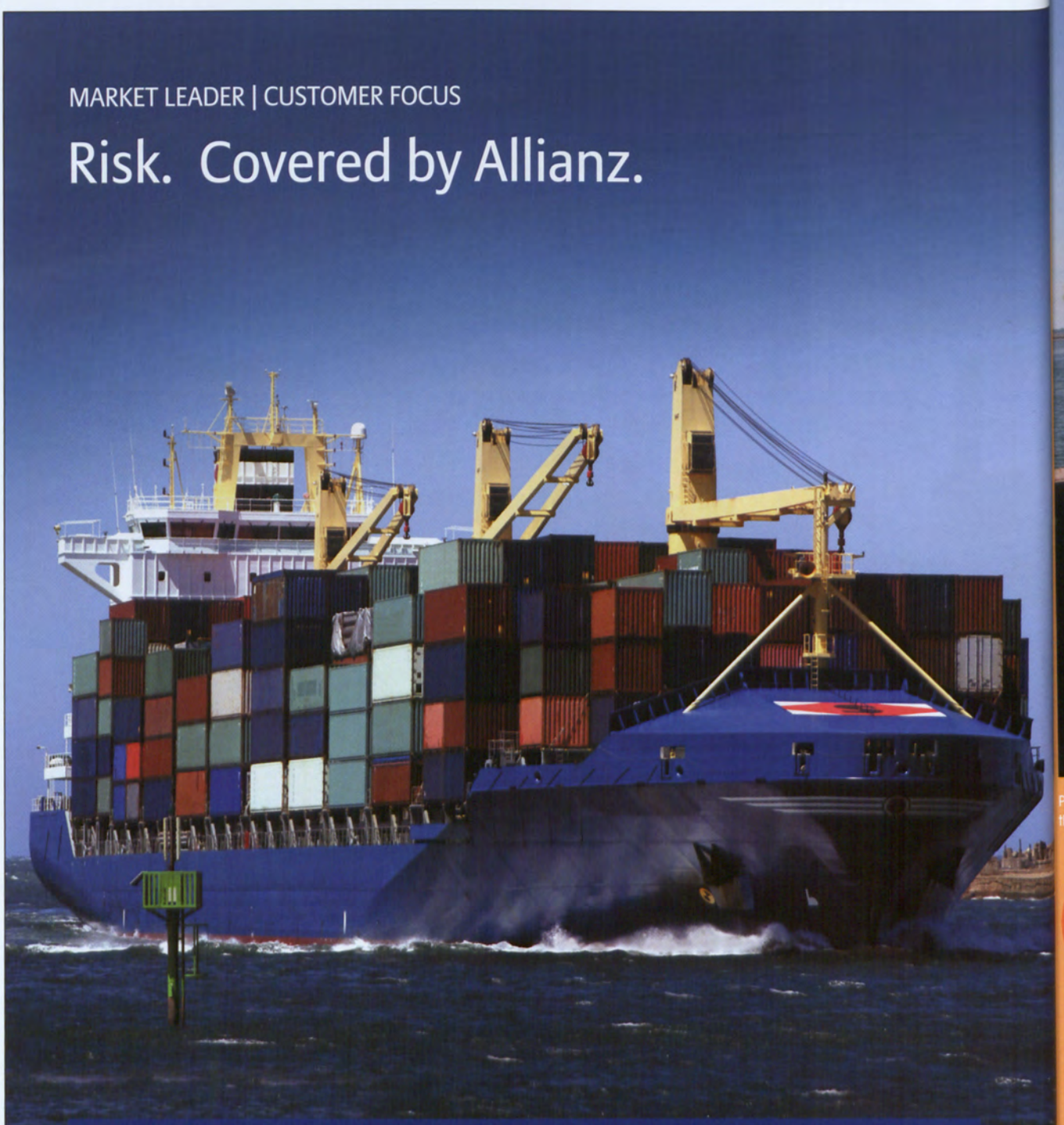

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Pictured with the former Lord Mayor Cllr. Eibhlin Byrne is Dublin Port Company Chief Executive Enda Connellan and Chief Financial Officer Michael Sheary on board the Company's tug the "Cluain Tarbh"

Casting the Spear

Dublin Lord Mayor casts spear

The tradition of "Casting the Spear" dates back to 1488 when the then Lord Mayor, 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. At that time, casting the spear demonstrated the extent of the city boundaries eastwards.

Eibhlin Byrne the Lord Mayor of Dublin for 2008/2009 and Admiral of Dublin Port re-enacted the ceremony on 2nd June 2009.

directors

Directors

Lucy McCaffrey,
Chairperson

Tom Hussey

Brian W. Kerr

Jerry Kiersey

Pat Magner

Charles Rochfort

John Moore

management

Executive Management Team

Enda Connellan,
Chief Executive

Michael Sheary,
Company Secretary
& Financial Controller

Seamus McLoughlin,
Head of Operations

Ken Whelan,
Head of Research
for Development

Joanne M. Doyle
Human Resources
Manager

Senior Management Group

Capt. David
Dignam
Harbour Master

Ciarán Callan
Maintenance and
Services Manager

Marie Porter
Finance Manager

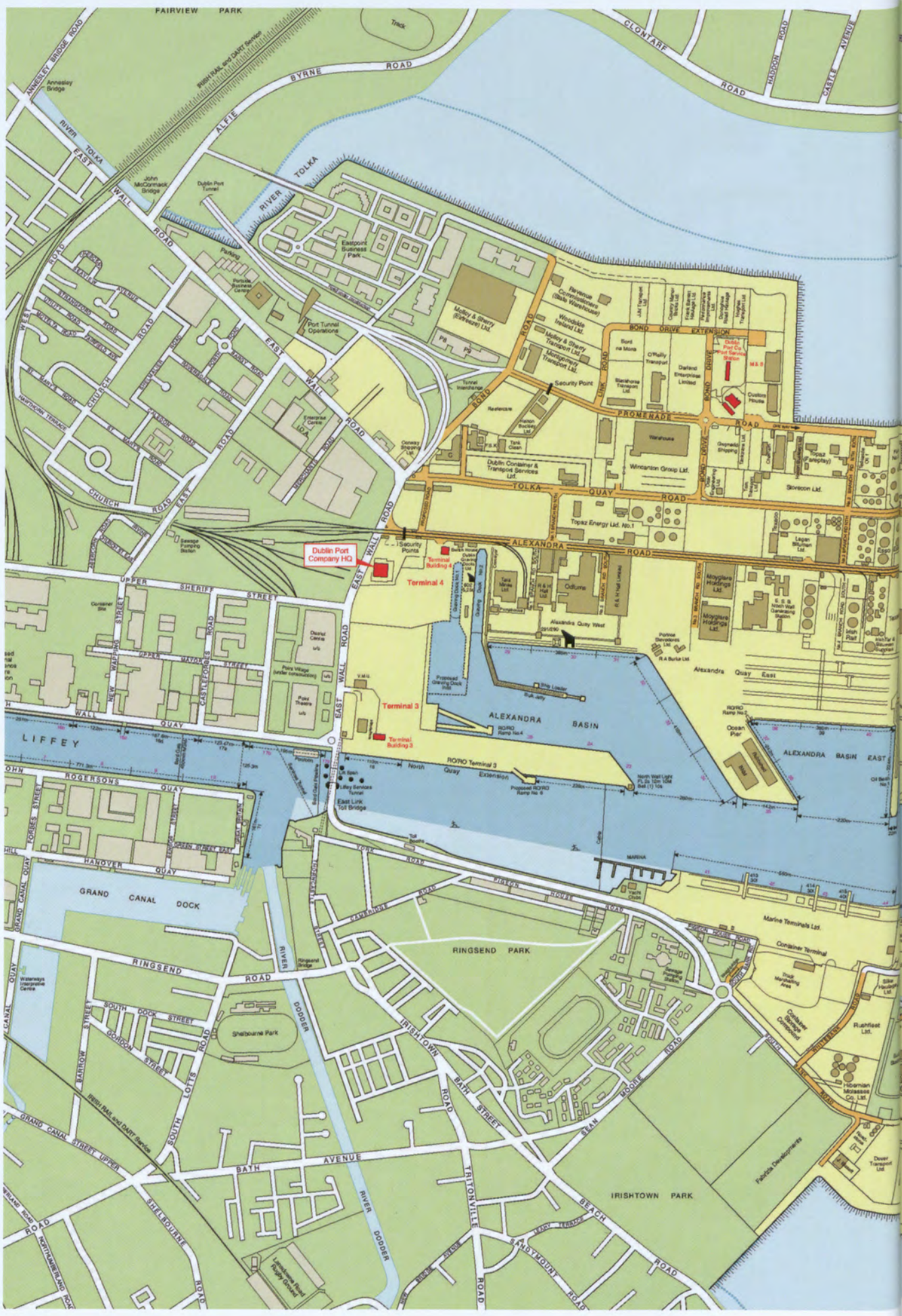
Conor Farrell
IT Manager

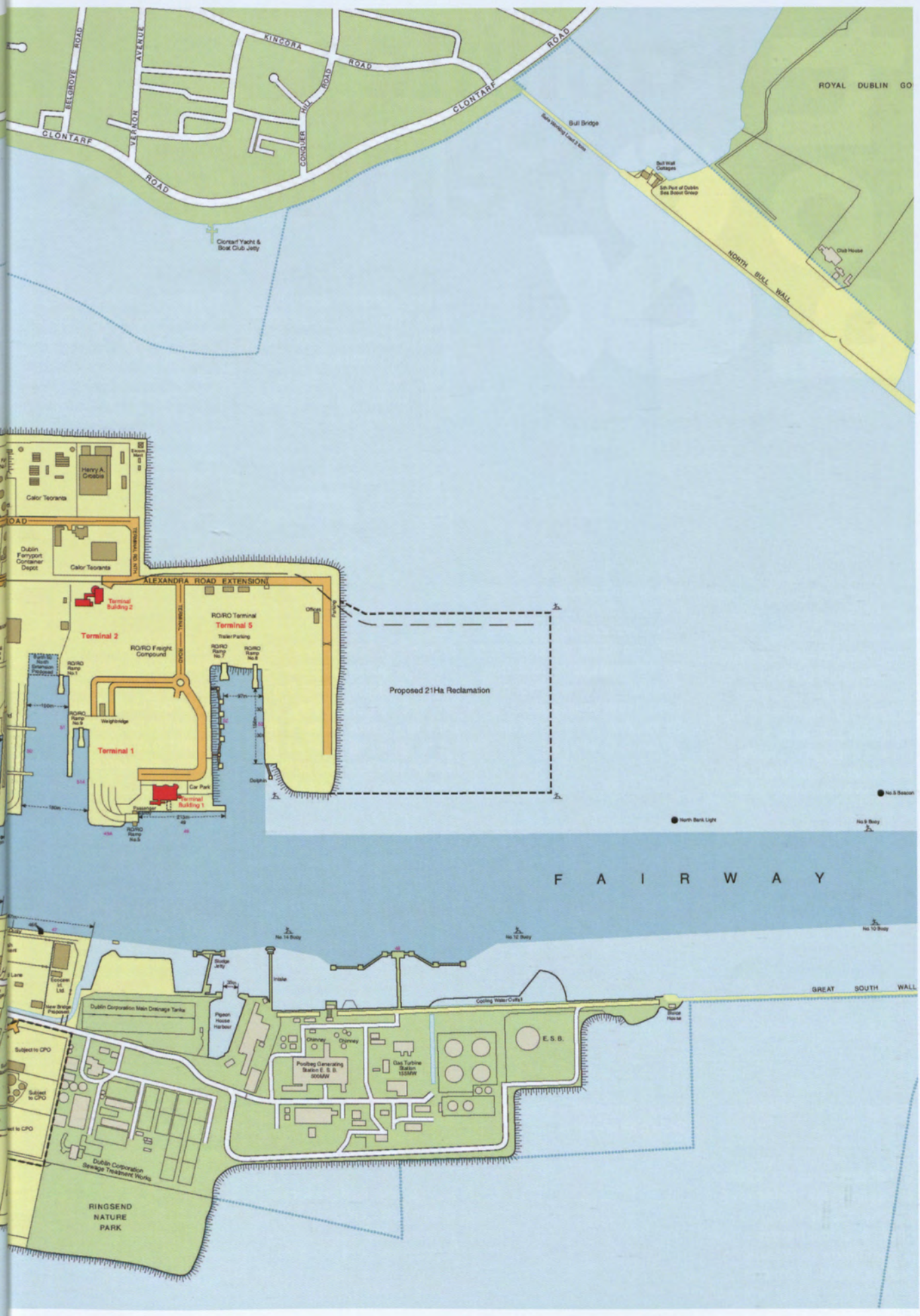
Brenda Daly
Marketing/
Public Relations
Manager

Gerry Barry
Properties
Manager

Joe Hiney
Research for
Development
Manager

John Fairley
Security Manager


FAIRVIEW PARK
Track
IRISH RAIL and DART Service
ANNESLEY BRIDGE ROAD
Annesley Bridge
RIVER TOLKA
EAST WALL ROAD
John McCormack Bridge
Dublin Port Tunnel
BYRNE ROAD
ALFIE
CLONTARF ROAD
MADDON ROAD
CASTLE AVENUE
Parking
Portable Business Centre
Port Tunnel Operations
Eastpoint Business Park
Malley & Sherry (Estate) Ltd.
Riverside Containers (Static Warehouse)
Woodside Ireland Ltd.
Malley & Sherry Transport Ltd.
Transportery Transport Ltd.
BOND DRIVE EXTENSION
Security Point
PROMENADE ROAD
Warehouse
Wincanton Group Ltd.
Dublin Container & Transport Services Ltd.
TOLKA QUAY ROAD
Topaz Energy Ltd. No.1
ALEXANDRA ROAD
Dublin Port Company HQ
Terminal 4
Terminal Building 4
Terminal 3
Terminal Building 3
Odfume
Alexandra Quay West
Alexandra Quay East
Moyglare Holdings Ltd.
ALEXANDRA BASIN
ALEXANDRA BASIN EAST
LIFFEY
WALL QUAY
ROGERSONS QUAY
HANOVER QUAY
GRAND CANAL DOCK
RINGSEND ROAD
RINGSEND PARK
Shelbourne Park
DODDER
IRISHTOWN ROAD
BATH AVENUE
IRISHTOWN PARK
BEACH ROAD
SANDYMOUNT ROAD
Marine Terminals Ltd.
Container Terminal
Irish Rail and DART Service


KINGORA ROAD
CLONTARF ROAD
BELGROVE ROAD
VERNON AVENUE
CONQUER HILL ROAD
Clontarf Yacht & Boat Club Jetty
Bull Bridge
Bull Wall Cottages
5th Port of Dublin Sea Scout Group
ROYAL DUBLIN GO
Club House
NORTH BULL WALL
Harry A Crosbie
Calor Teoranta
Dublin Ferryport Container Depot
Calor Teoranta
ALEXANDRA ROAD EXTENSION
Terminal Building 2
Terminal 2
RO/RO Terminal
Terminal 5
Trailer Parking
RO/RO Freight Compound
Offices
Proposed 21Ha Reclamation
Terminal 1
Car Park
Terminal Building 1
Dolphin
North Bank Light
No.8 Beacon
No.9 Buoy
F A I R W A Y
No.14 Buoy
No.12 Buoy
No.10 Buoy
GREAT SOUTH WALL
Dublin Corporation Main Drainage Tanks
Pigeon House Harbour
Cooling Water Outfall
Chimney
Chimney
Poolbeg Generating Station E. S. B. 600MW
Gas Turbine Station 155MW
E. S. B.
Subject to CPO
Subject to CPO
Dublin Corporation Sewage Treatment Works
RINGSEND NATURE PARK

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 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°n 21, 6°w 12, 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 Port.

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.

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 12.

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

Towage

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

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

Graving dock

Dublin Port has one operational graving dock situated to the west of Alexandra Quay. The dock is 202 metres long and can be divided to accommodate small or medium sized vessel

Stevedoring

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

Dublin Ferryport Terminals
Dublin Port Stevedores
Marine Terminals Ltd.
Norfolkline
P&O Irish Sea
Poolbeg Stevedores
Portroe Stevedores
Stena Line
Seatruck Ferries

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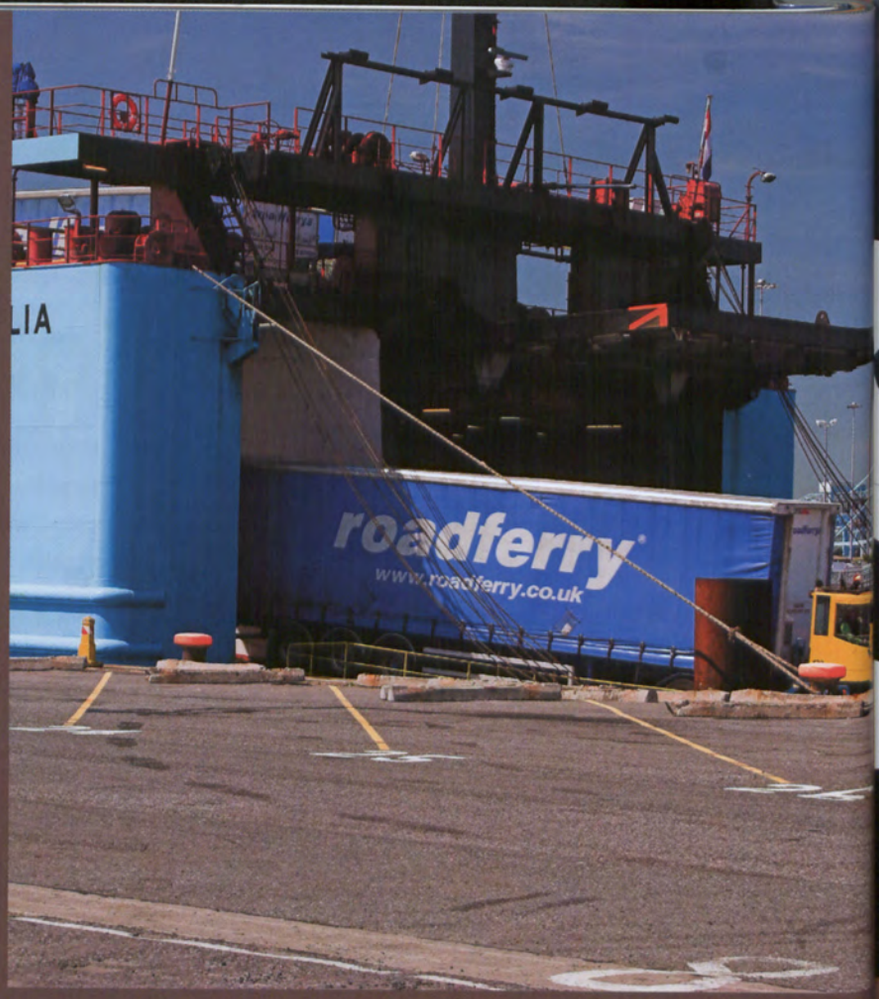

Ro Ro Operators

- Irish Ferries
- Isle of Man Steam Packet Company
- Norfolkline
- P&O Irish Sea
- Seatruck Ferries
- Stena Line
- CLdN (Cobelfret)

Roll on Roll off

Dublin is the leading Ro Ro port in Ireland, handling over 640,000 freight units in 2009.

The Ro Ro mode accounts for 60% of total throughput. Six ferry companies, between them, operate up to 17 sailings daily from Dublin, connecting with Holyhead, Heysham, Liverpool and Douglas. They cater for both freight and tourism.

Ro Ro is handled in Dublin in five terminals, which between them have eight ferry ramps, three of which are two tier.

Over the past three years over €50 million has been invested in state of the art Ro Ro facilities. This investment has been matched by our customers investments in new and larger ships.

Irish Ferries operate the Ulysses, the biggest car ferry in the world, and the high speed Jonathan Swift on the Dublin - Holyhead route. Stena Line operate the Stena Adventurer on the same route. At 211 metres it is the longest ferry on the Irish Sea. Norfolkline now have 2 ships on the Dublin - Liverpool route. In addition they have a twice daily service to Heysham. P&O Irish Sea operates 3 times daily to Liverpool.

During 2009 CLdN (Compagnie Luxembourgeoise de Navigation SA) has introduced the concept of new build RoRo vessels to link Continental Europe with the Port of Dublin. Today the Line operates two sailings each week from Rotterdam and two sailings each week from Zeebrugge.

It is no wonder that Dublin is ferryport of first choice, offering choice of ferry company, choice of high speed or cruise ferry and choice of UK port.

Seatruck Ferries

'Irish Sea Shipping Line of The Year' Seatruck Ferries is the only Irish Sea Ferry Company dedicated solely to the carriage of freight. The Seatruck Dublin - Liverpool service provides an independent alternative for haulage operators wanting an economical and reliable service across the Irish Sea.

By focusing on the needs of the freight Industry, Seatruck Ferries provide a unique solution that combines efficiency and reliability with a friendly personal touch.

Seatruck firmly believes that the best value to customers can be offered on freight only services. It believes that the method of operation permits more customers to switch from high cost driver accompanied shipments to lower cost unaccompanied movements saving on shipping charges, reducing road miles and allowing more efficient use of drivers.

Seatruck operate the youngest fleet on the Irish Sea. The Dublin - Liverpool service is operated by the Clipper Pace and Clipper Pennant with a capacity of 120 unaccompanied units per vessel the annual capacity is now 135,000 units per annum. With a service speed of 22 knots, the new vessels bring with them new levels of speed and schedule reliability that will allow unaccompanied freight to compete directly with ro-pax vessels at a significantly lower cost to the transport operator.

The Seatruck Ferries service operates from ro-ro berth 4 which is on Alexandra Road easily accessible directly off East Wall Road and close to the Dublin Port Tunnel.

Seatruck offer prime time evening departures from both Dublin and Liverpool 7 days per week. Morning departures from both ports are operated Tuesday - Friday.

Seatruck Ferries can carry a wide range of goods including hazardous cargo, abnormal loads and trade vehicles which are given a high priority.

Seatruck also operate from Warrenpoint in Northern Ireland to Heysham Lancashire.

Seatruck Ferries is part of the Bahamas-based Clipper Group Ltd, a major shipping consortium owning, operating and managing a fleet of some 250 vessels, mainly within bulk transportation, MPP/Project transportation and product/chemical carriage. Clipper has global offices servicing its clients worldwide.

For further information please visit www.seatruckferries.com

For information on the Clipper Group please visit www.clipper-group.com

or call a member of the 'Seatruck Team'

Tel (01) 8230492
Fax (01) 8559444

Terminal Details

No. 4 Ramp

Length of Berth	290m
Depth at L.A.T.	7m standard

Upper Deck

Length of Shore Ramp	41.5m
Width of Shore Ramp	10.5m
Maximum Vehicle Load	40 tonnes

Lower Deck

Length of Shore Ramp	46m
Width of Shore Ramp	20m
Maximum Vehicle Load	180 tonnes

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The finest ships, the highest standards and the best value fares. It's little wonder that Irish Ferries are Ireland's leading ferry company.

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The Low Fares Ferry Company

Irish Ferries

Irish Ferries – The Low Fares Ferry Company

Irish Ferries is Dublin Port's largest combined passenger car ferry and Roll-on Roll-off freight service operator, and the leading company within the Irish owned shipping and transport group ICG (Irish Continental Group) plc.

The Most Modern Fleet

Irish Ferries' investment programme of nearly half a billion Euros in the last decade across all of its routes has helped to secure its position as Dublin Port's premier multi-purpose ferry operator.

A major part of this investment has been spent on the construction of a modern fleet of vessels. Significant sums have also been invested in the development of its service through Dublin Port including freight and container handling equipment with state-of-the-art technology.

The World's Largest Car Ferry

Irish Ferries commitment to Dublin Port was clearly demonstrated with the building and introduction of mv Ulysses – the Worlds Largest Car Ferry, in 2001. To date, this cruise ferry has achieved unsurpassed levels of passenger satisfaction and in addition boasts a 100% weather reliability record – not having lost a single departure to adverse conditions.

'Ulysses' currently operates two round trips a day between Dublin Port and Holyhead in North Wales. With over four kilometres 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 – effectively double the car parking capacity of Dublin's St. Stephens Green Shopping Centre – and can carry a complement of 2000 passengers and crew.

The €100 million 'Ulysses' was the fourth in a line of new vessels specifically built by Irish Ferries for its Dublin to Holyhead route, following the 'Isle of Innisfree' (1995), the 'Isle of Inishmore' (1997) and the high speed catamaran 'Jonathan Swift' (1999).

Currently on their Dublin – Holyhead route, Irish Ferries offers a choice of up to 8 sailings per day, carrying in excess of 1 million passengers along with nearly 400,000 vehicles annually.

In 2008 Irish Ferries added another vessel to their fleet with the introduction of the cruise ferry 'Oscar Wilde' to their Ireland – France services.

Low Fares – Uncompromising Value

Irish Ferries promote themselves as the 'Low Fares Ferry Company', reflecting their determination to offer customers the very best value ferry fares for travel between Ireland and Britain and Ireland and France. Low fares need not suggest a dilution in standards of service, reliability or indeed overall value. In fact, quite the opposite, and Irish Ferries comfortably demonstrate this fact by winning regular and numerous accolades from consumer groups, travel and commercial associations.

Visit www.irishferries.com and see for yourself how easy it is to experience a relaxed, reliable and good value trip to Britain.

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

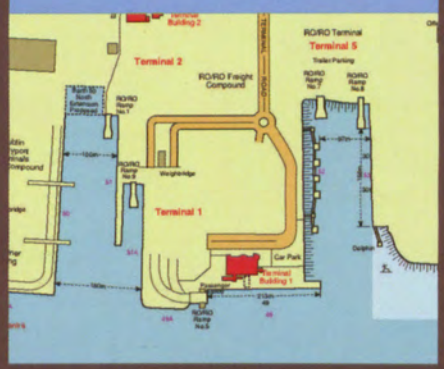
Length of Shore Ramp	43m
Width of Shore Ramp	10.8m
Maximum Vehicle Load	40 tonnes

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



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
Ramp 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

Isle of Man Steam Packet Company

Back to our Routes

The 2010 seasonal service between the Isle of Man and Dublin commences on Friday 2nd April and operate through until Monday 6th September. Using the fast craft Snaefell, which is a 74metre catamaran, the journey time between Dublin and Douglas is around 2 hours 50 minutes.

Sailings during the main summer periods in July and August will operate on a Friday and Monday which offers a great short break opportunity for those wishing to visit friends and relatives.

From Victorian times, the Isle of Man developed a thriving tourist industry based upon sand and sea, and much of the Victorian infrastructure remains, including one of the largest functioning networks of steam and electric railways. The Manx language, one of the Gaelic languages, closer to Irish and Scottish than to Welsh, is still spoken in the Island by a minority, but the primary language is English. The Island has its own Government, Tynwald, (derived from the Viking term for 'assembly place'), which operates separately from the UK Government. Manx National Heritage is the statutory body of the Manx Government for museum and heritage operations throughout the Isle of Man. The Island is also renowned internationally for it motorsport heritage with the famous TT races and the Manx Grand Prix.

Steam Packet Holidays is the tour operator arm of the Isle of Man Steam Packet Company and they offer great value for short break ferry and accommodation packages from Dublin to Douglas.

All the Company's vessels offer a range of seating options.

The Premium Lounge offers passengers the opportunity to upgrade their seating for a moderate cost. Benefits include a dedicated member of crew, complimentar refreshments, access to laptop and mobile phone charging points and a selection of newspapers and magazines. The Executive Club is an exclusive members only lounge. For an annual membership fee you receive all the same extras as our Premium passengers with the extra benefit of the use of our Executive lounge, priority boarding when possible and a dedicated Executive lounge Co-ordinator to assist you with bookings and other queries. For full details on seat upgrades, just visit www.steam-packet.com.

Each ship also has a new Niarbyl Reserved Lounge which offers the opportunity to pre-book reserved seats. This is particularly useful for peak travel periods and gives peace of mind before you travel.

2010 also sees the Company's newest member of the fleet Mv Manannan continuing to operate services between Liverpool and Douglas. A 96 metre wave-piercing catamaran named after the Celtic God of the Sea and the protector of the Isle of Man. Manannan had a highly successful debut in 2009 and was well-received by the public and industry commentators alike.

Ferry only bookings can be made on line at www.steam-packet.com or telephoning 1800 805055.

Norfolkline Irish Sea Ferry Services

Norfolkline is one of Europe's leading ferry operators, providing both freight and passenger services across a network of routes on the English Channel, the North Sea and the Irish Sea.

From Dublin, Norfolkline offer a choice of routes: Dublin to Heysham, and Dublin to Liverpool.

The service from Dublin to Heysham is freight dedicated with a daily departure at 14.35hrs, returning from Heysham at 10.40hrs. The service has received a major upgrade following the recent introduction of the Maersk Anglia to the route. This vessel has capacity for 120 freight units. With proven reliability, excellent service speed and superb on-board facilities for drivers, the Maersk Anglia has transformed the service offering on this strategically important trading route.

The Norfolkline Dublin - Liverpool service links these two major cities and commercial centres. On this route, Norfolkline provide a complete freight and passenger service with two Viking class vessels - the Dublin Viking and the Liverpool Viking. Each of these large and modern ro/pax vessels provide capacity for 140 freight units and over 300 passengers. On board, passengers and freight drivers can relax and enjoy the superb facilities, restaurants, shops, cinemas, lounges and en-suite cabins. Norfolkline provide two sailings per day in each direction on this route - daytime sailings at 10.00hrs and overnight crossings at 22.00hrs.

For further information or assistance please contact us at www.norfolkline.com.

Terminal 5 Details

No. 7 Ramp

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

No. 8 Ramp

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

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P&O Irish Sea

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Now you're focused too. Give us a call or visit our website

P&O Irish Sea

Operating between Dublin and Liverpool, P&O Irish Sea are located at Terminal 3 beside the East Link toll bridge. With a customer focused approach to sailing schedules and frequency, P&O Irish Sea represents an excellent choice for motorists and freight customers wishing to travel to and from Dublin Port.

P&O Irish Sea offer an unrivalled service to all sectors of the freight business, including driver accompanied, unaccompanied trailers, lolo containers and tanks, heavy haulage, trade vehicles and plant.

Our passenger service is based on a quality on board experience for motorists and freight drivers combining quality food, cabins and lounge accommodation with the convenience of daytime or overnight sailings direct to and from Liverpool.

The route is served by two comfortable, stabilised 21 knot RoPax vessels, "Norbay" and "Norbank", which can accommodate 127 freight units and 104 drivers or passengers. In addition P&O Irish Sea operate the chartered freight vessel "Celtic Star".

With a speed of 20 knots, the ship can cater for 68 freight pieces and 12 drivers. This dedicated 3 ship fleet offers customers the ultimate flexibility in schedule and service on the Dublin - Liverpool route.

With our comprehensive schedule we can cater for the specific needs of driver accompanied and unaccompanied freight while offering a quality service to car passengers with a high standard of on board service which is popular with freight customers and tourists alike. We recognise the value of quality service to our customers in both terminals and on board and are happy to see familiar faces who travel with us on a regular basis.

In addition to normal roro traffic flows we cater for lolo and intermodal customers with some of the shortest transit times, greatest frequency of service and a terminal organisation which aims to reduce turnaround time on quay for drivers collecting or laying down containers. For further information please consult our websites www.poferriesfreight.com (Freight), or www.poirishsea.com (Motorists) or contact us on (01) 8762345 (Freight) or (01) 4073434 (Motorists).

Terminal Details

No. 4 Ramp

Length of Berth	290m
Depth at L.A.T.	7m standard

Upper Deck

Length of Shore Ramp	41.5m
Width of Shore Ramp	10.5m
Maximum Vehicle Load	40 tonnes

Lower Deck

Length of Shore Ramp	46m
Width of Shore Ramp	20m
Maximum Vehicle Load	180 tonnes

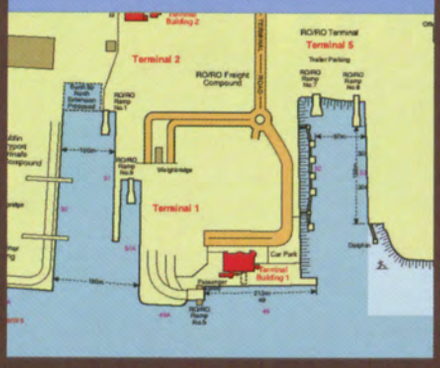
No. 6 Ramp

Length of Berth	238m
Depth at L.A.T.	7m standard
Length of Shore Ramp	41m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	180 tonnes

Ferryport Terminal 2

Ferryport Terminal No. 2 is a multi-user terminal, including a passenger terminal building and is serviced by a two-tier ramp and a single tier link span.

Berth 51	
Length of Berth	205m
Depth at L.A.T.	8m standard
Ramp No. 1	
Upper Deck	
Length of Shore Ramp	49m
Width of Shore Ramp	12m
Max Vehicle Load	40 tonnes
Lower Deck	
Length of Shore Ramp	46m
Width of Shore Ramp	20m
Max 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

2010 will see 15 years of continuous association between Stena Line and Dublin Port Company. In November 2005 the Company introduced the freight only Stena Traveller to the Dublin Port-Holyhead route and since then has continually upgraded the service to the full Tourism and Freight two ship offering it now operates.

The Superferry Stena Adventurer ,at 211 metres the longest ferry to ply this route, was introduced in 2003 offering significantly more capacity to the route than it's predecessor the Stena Forwarder with 3,400 metres of lanespace. More capacity isn't the only freight friendly feature of the Adventurer. Drive through, two tier loading via bow and stern ramps means rapid embarkation and discharge. The internal design of the ship is also freight friendly with loading on 3 main decks to wide open lanes that ensure easy access and exit from cabs, even on peak sailings.

The Stena Adventurer operates a 2 round trip daily schedule with a crossing time of 3 hours and 15 minutes from Terminal 2 Dublin Ferryport. On board, the Stena Adventurer boasts 150 cabins, a dedicated drivers lounge and a superior range of facilities including shops, lounges, restaurants, bars and conference rooms.

In November ,Stena Line introduced the newly refurbished Stena Nordica with 1950 lane metres, to supplement the Adventurer and cope with ongoing growth. The Nordica, as with the Adventurer, caters for both Freight and Tourism markets and also operates a 2 round trip daily schedule giving an unrivalled all year round 8 trip daily schedule between Dublin Port and Holyhead.

Dedicated reservations for both ships are available on one number (01) 2047722 for both local and international requirements as don't forget the Stena Line Landbridge proposition links into the Company's Harwich and Killingholme services to the Hook of Holland and Rotterdam Europort. You can also book via the dedicated freight website www.stenalinefreight.com and find up to the minute timetables and information on all Stena Line routes.

Cobelfret CLdN

During 2009 CLdN (Compagnie Luxembourgeoise de Navigation SA) has introduced the concept of new build RoRo vessels to link Continental Europe with the Port of Dublin. Today the Line operates two sailings each week from Rotterdam and two each week from Zeebrugge serving the industrial heartland of Europe direct to Ireland. The ships are designed for the carriage of trailers, containers, tank containers and other wheeled equipment. The Zeebrugge service is operated in conjunction with C2C - an established name on the Irish Sea for the carriage of containers from Belgium and France.

By using large Ro-Ro ships, with a twice-weekly frequency, the service is able to compete with the landbridge concept that many operators have previously chosen for carriage of freight from Germany France and Benelux to Ireland. The service has also sparked considerable interest within the automotive industry with reduced waiting time in the continental ports and a swifter direct delivery to car dealerships.

The Zeebrugge service is operated by the newly delivered Mazarine, a ConRo vessel designed to allow maximum flexibility and capacity between containers and trailers. With a length of 195.40m and a beam of 26.2m the vessels are ideal for the route and with a service speed of 18.5 Knots the vessels will offer a high level of reliability. The vessel's capacity is unto 359 units (containers, trailers and tank container s). Containers can be double stacked on each deck using a Translifter / Cassette system.

CLdN's Rotterdam service was launched with the Louise Russ. During the course of 2010 she will be replaced with a further new build vessel, M.V. Palatine, sister ship to the Mazarine. A further 4 vessels of the same class are due for delivery in 2010 ensuring that vessel schedules will not be a problem for CLdN. The vessels can also carry up to 12 driver accompanied units which has proven popular with the exceptional load market

CLdN's stevedoring services in Dublin are provided by the Burke Shipping Group at Alexandra Quay in Dublin.

For further information please visit www.cobelfret.com.

Terminal Details

No. 2 Ramp

Length of Berth	200m
Depth at L.A.T.	7m standard

Single Deck

Length of Shore Ramp	60m floating linkspan
Width of Shore Ramp	31m
Maximum Vehicle Load	200 tonnes

Ro Ro Schedule

Ferry Companies Operating in Dublin Port

Ferry Company	Port	Sailings Per Day	Ferry Times Arriving Dublin	Ferry Times Departing Dublin	Termin
Norfolkline Irish Sea Ferry Service					
Cruise Ferry (Passengers & Freight) Tel: (01) 819 2999	Liverpool	2	05.00 17.00	10.00 22.00	Terminal
Cruise Ferry (Freight) Tel: (01) 8192988	Heysham	1	5.50 (Mon) 10.40 (Tues - Sat)	14.35 14.35 (Sat 21.50)	
Irish Ferries					
Cruise Ferry (Passengers & Freight) Tel: (01) 855 2222	Holyhead	2	05.55 17.25	08.05 20.55	Terminal
Fast Ferry (Passengers) Tel: (01) 0818 300 400	Holyhead	2	13.50 19.15	14.30 08.45*	Terminal
Stena Line					
Cruise Ferry (Passengers & Freight) Tel: (01) 204 7777	Holyhead	4	00.45 05.45 11.35 17.05	02.15 08.20 16.00 21.15	Terminal
P&O Irish Sea					
Cruise Ferry (Passengers & Freight) Tel: (01) 876 2345	Liverpool	3	05.30 11.30 17.30	9.30 15.00 21.30	Terminal
Isle of Man Steam Packet Company					
Fast Ferry Tel: 1800 805055	Douglas		Seasonal	Seasonal	Terminal
Seatruck Ferries					
Cruise Ferry (Freight) Tel: (01) 855 8268	Liverpool	2	05.00 17.00	09.00 21.00	Terminal
CLdN (Compagnie Luxembourgeoise de Navigation)					
RoCon Ferry	Zeebrugge Rotterdam Rotterdam Zeebrugge	1 Thursdays 1 Thursdays 1 Mondays 1 Sundays	11.00 17.00 00.20 16.00	16.00 23.00 06.00 23.00	Ocean Pie Ocean Pie Ocean Pie Ocean Pie

* Next Day Sailing

Terminals 1 & 2	Ferryport, Alexandra Road, Dublin 1.
Terminal 3	North Wall Extension, Dublin 1.
Terminal 4	Alexandra Road, Dublin 1.

* Next Day Sailing

Terminal 5	Alexandra Road Extension, Dublin 1.
Terminal	Ocean Pier, 3 Branch Road North.

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

Lo Lo

Modes of Transport

Lift on Lift off

As with Ro Ro Dublin is Irelands main Lo Lo port handling 548,000 TEU's in 2009. This trade is handled at three separate terminals at Dublin operated by Dublin Ferryport Terminals, Marine Terminals ltd and Portroe Stevedores.

There are direct daily services from Dublin to the UK and mainland Europe as well as weekly services to Iberia and the Mediterranean, including the East Mediterranean. In addition there are world wide transhipment services.

Lo Lo now account for 20% of total throughput.

Terminal Details

Length of berths	480 m
Depth at L.A.T.	9.00-11.00 m standard
Cranes	1 x 32 tonnes gantry
	3 x 40 tonnes gantry
Reachstacker	1 x 45 tonnes
Second-handling equipment	8 x 40 tonne RTG cranes
	1 x 12 tonne FLT
	4 x 18 tonne empty handlers
Reefer Points	250
Area	15.2 hectares

Dublin Ferryport Terminals (DFT)

DFT which is a wholly owned subsidiary of Irish Continental Group, is a modern container terminal, occupying a 12 hectare site on the north side of the port. It is conveniently located 2 km from the entrance to the Dublin Port Tunnel. DFT recently completed an investment programme, which has seen its plant and machinery replaced, the size of the terminal increased by 50% and the quay wall extended by 50m. The terminal is equipped with three modern Liebherr ship-to-shore gantry cranes, whilst secondary handling is carried out by a fleet of rubber tyre gantry cranes. DFT has regular services to hub ports in the Netherlands, Belgium, France and Spain, handling vessels for many of the major shipping lines calling at Dublin Port.

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

Marine Terminals Ltd. (MTL)

Marine Terminals (MTL) is Irelands largest and most modern container terminal both in size and craneage. The owners of MTL, The Mersey Docks & Harbour Co, now Peel Ports Group have recently completed a €25million refit of the operation. The terminal is equipped with 3 ship to shore gantry cranes (Liebherr) and can handle up to and including Panamax size vessels. All secondary handling is carried out by 4 rail mounted gantries (RMG's) complemented by various ground handling equipment. The quayside is 700 metres long and has guaranteed 10.2mtr draft alongside at all stages of the tide. There are also 270 reefer points.

Customers of the Terminal include, Coastal Container Line, BG Freightline, Seawheel and CMA-CGM. It also handles the widest variation of ports shipped to and from, to include Liverpool, Cardiff, Southampton, Le Havre, Zeebrugge, Antwerp and Rotterdam (all terminals)

Terminal Details

Length of berth	700 m
Depth at L.A.T.	8.5-11m standard
Cranes	5 x 45 tonne gantry
Second-handling equipment	4 x 40 tonne RMG
Reefer Points	300

Common User Container Terminal

Burke Shipping Group through its subsidiary Portroe operate the common user terminal.

Burke Shipping provide Stevedoring services to Cobelfret, C2C Lines, APL, Coastal Containers, Evergreen, Gracechurch and OOCL.

In 2009 Dublin Port Company also installed a Ro Ro ramp at berth 36/37, this now completes the area as a multi-modal terminal.

The terminal is equipped with five mobile cranes, 6 RTG's and 20 Tugmasters.

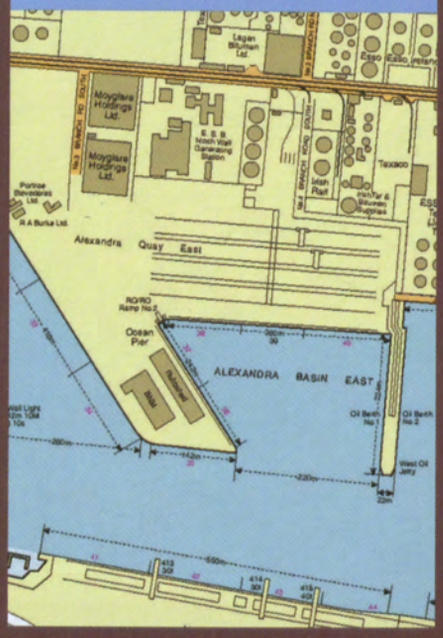
This is as a result of a continued investment programme by the Burke Group now totalling €35million.

New gate systems and I.T. systems have also been put in place to enhance the Terminal.

The common user terminal is the closest terminal to the Dublin Port tunnel.

Terminal Details

Length of Berths	900m
Depth at L.A.T.	10m
Cranes	2 x Liebherr 400 / 3 x Liebherr 250
	6 x Liebherr RTG's 250
Equipment	3 x Kalmar reachstackers 20 x Terburg Tug Masters 10 x Novatech Flexmasters
Reefer Points	252
Warehousing	300,000sq feet within 1km



LIEBHERR
MC5
PORTROE STEVEDORES LTD.
LIEBHERR LHM 400

Lo Lo
Scheduled Sailings
Dublin Port

Lo Lo European

Country	Port	Frequency	Agent	Line
Belgium	Antwerp	1 sailing weekly	Burke Shipping Group	X-PRESS CL
		2 sailings weekly		BG Freight Line
		2 sailings weekly		Eucon
		1 sailing weekly	MSC (IRL)	MSC
	Zeebrugge	1 sailing weekly	Samskip	Samskip
Cyprus	Limassol	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
France	Rouen	1 sailing weekly	Eucon	Eucon
	Le Havre	1 sailing weekly	CMA CGM	CMA CGM
Greece	Piraeus	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
Italy	Salerno	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
Netherlands	Rotterdam	1 sailing weekly	Norfolkline	
		1 sailing weekly	MacAndrews & Co. Ltd.	
		3 sailings weekly		Eucon
		1 sailing weekly	Burke Shipping Group	X-PRESS CL
		2 sailings weekly		Samskip
		4 sailings weekly		BG Freight Line
		1 sailing weekly	Burke Shipping Group	APL
Portugal	Leixoes	1 sailing weekly	MacAndrews & Co. Ltd.	
		1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
	Lisbon	1 sailing weekly	McAndrews & Co. Ltd.	
Spain	Bilbao	1 sailing weekly	MacAndrews & Co. Ltd.	
	Castellon	1 x 10 days	Jenkinson Agencies	Borchard Lines
Turkey	Mersin	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
	Izmir	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
	Istanbul	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines

Lo Lo
Scheduled Sailings
Dublin Port Continued.

Lo Lo Irish Sea

Port	Frequency	Agent	Line
Cardiff	2 sailings weekly	ABP	
Felixstowe	1 sailing weekly		BG Freight Line
Greenock	1 sailing weekly 1 sailing weekly	Burke Shipping Group Mac Andrews & Co. Ltd	X-PRESS CL
Liverpool	3 sailings weekly 2 sailings weekly	Coastline Container Line Mac Andrews & Co. Ltd	
Southampton	1 sailing weekly	Burke Shipping Group	X-PRESS CL
Belfast	1 sailing weekly 1 sailing weekly	Burke Shipping Group Burke Shipping Group	X-PRESS CL APL

Lo Lo - Non European

Country	Port	Frequency	Agent	Line
Egypt	Alexandria	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
Israel	Haifa Ashdod	1 sailing every 10 days 1 sailing every 10 days	Jenkinson Agencies Jenkinson Agencies	Borchard Lines Borchard Lines
Lebanon	Beirut	1 sailing every 10 days	Jenkinson Agencies	Borchard Lines

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 worldwide transhipments from the destination ports. For more detail on transhipments please contact the agents as listed.

Line/Agent	Telephone
MacAndrews & Co. Ltd	855 2644
BG Freight Line	803 8700
Eucon	607 5555
CMA-CGM Shipping (Irl) Limited	855 0007
Irish Ferries	855 2222
International Maritime Agencies	832 0709
Jenkinson Agencies	816 3500

Line/Agent	Telephone
MSC (IRL)	294 8704
Norfolkline Irish Sea Ferry Service	
(Passengers) Liverpool	819 2999
(Freight) Heysham & Liverpool	819 2988
P&O Irish Sea	876 2345
Blue Star Agencies	819 2666
Isle of Man Steam Packet Company	1800 805 055
Samskip	631 0900
Stena Line	204 7777
Dublin Maritime	672 0500

For all your

logistic solutions

at Dublin Port

MARINE TERMINALS LIMITED

MARINE TERMINALS LIMITED

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BG Freightline **CMA-CGM**
MacAndrews **Maersk** **Samskip**

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John Rafferty 00 353 1 618 5412
Gerry Lucan 00 353 1 618 5417

Peel PEEL PORTS

Bulk

Modes of Transport

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 tankers can, therefore, be discharged to the storage installations of any of the oil companies. A comprehensive fire fighting system is fitted on the Eastern and Western Oil Jetties.

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, furnace slag, cement fines etc.

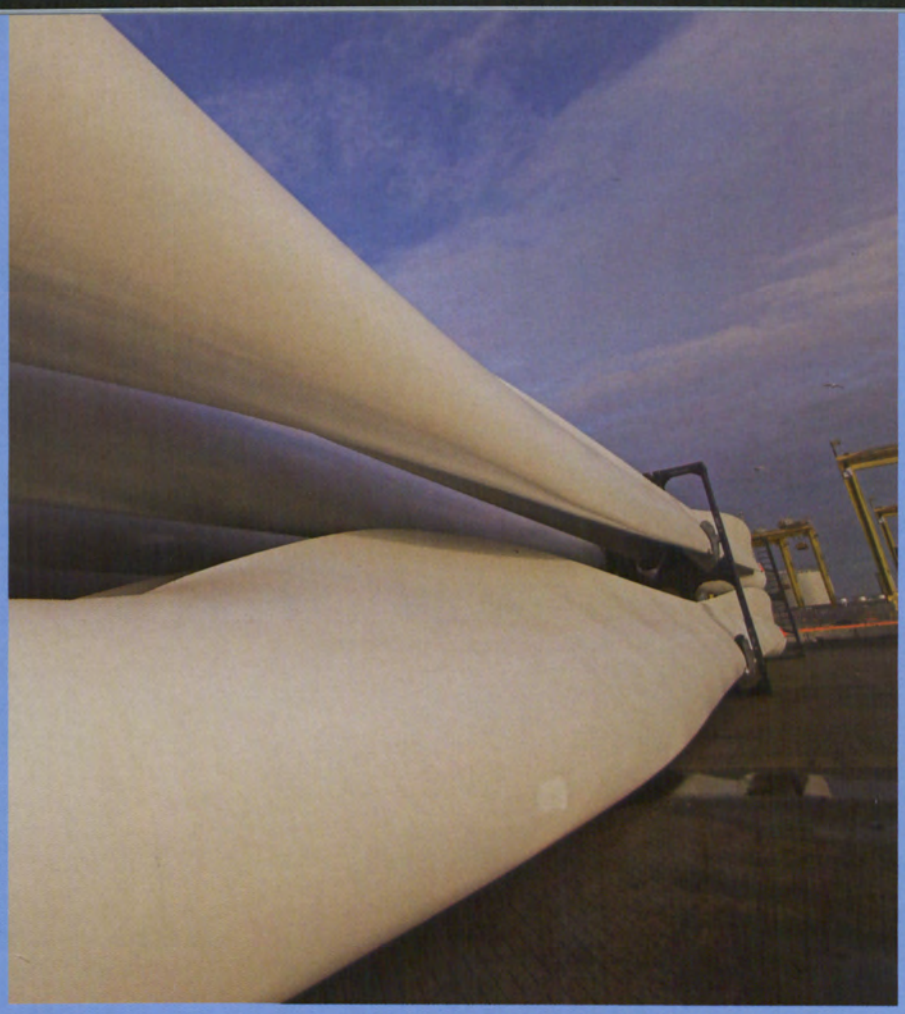
Five mobile cranes 1 x 104 tonnes and 4 x 64 tonnes operate in this area. Cranes are capable of hook, spreader and grab work. Two electric portal grabbing cranes of 1 x 10 tonne and 1 x 20 tonne capacity, conveyors and hoppers are also available to handle dry bulk cargoes.

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

Break - Bulk

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

The main commodities in this area are newsprint, linerboard and plasterboard.



Stevedoring Companies:	Phone Nos.
Dublin Port Stevedores	(01) 676 2259
Poolbeg Stevedoring	(01) 836 5736
Portroe Stevedore	(01) 836 5736

Common User Berths and Quays

Cranes

3 x 64 tonnes mobile cranes

2 x 104 tonnes mobile crane

Cranes are capable of hook, spreader and grab work and operate in the Alexandra Quay/Ocean Pier area.

Bulk Jetty
– Alexandra Basin (Dry Bulk)

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

Alexandra Quay
West

Length of berth	385m
Depth at L.A.T.	9.8 - 10.2m standard

East

Length of Berth	360m
Depth at L.A.T.	9.6 - 10.3m standard

Ocean Pier
West

Length of Berth	410m
Depth at L.A.T.	9.5m standard

East

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

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	1 x 10 tonnes
	1 x 64 tonnes
	1 x 84 tonnes

This quay is also equipped with pipelines for discharge of molasses and cement.

tourism

Passengers

There has never been a better time to travel by sea. Faster, more comfortable ships equipped with state of the art facilities are ferrying more and more passengers to and from Dublin Port. Today six ferry companies, between them, operate up to seventeen sailings daily connecting Dublin with Holyhead, Liverpool and Douglas.

Terminals at Dublin Port are to the best industry standards and ensure seamless trouble free travel.

In 2009 1.4 million passengers travelled by ferry through Dublin Port.

Ferry Operators

- Irish Ferries
- Isle of Man Steam Packet Company
- Norfolkline Ferry Service
- P&O Irish Sea
- Stena Line

Passenger Schedule

Ferry Companies Operating in Dublin Port

Ferry Company	Port	Sailings Per Day	Ferry Times Arriving Dublin	Ferry Times Departing Dublin	Terminal
Irish Ferries					
Cruise Ferry (Passengers & Freight) Tel: 0818 300 400	Holyhead	2	05.55 17.25	08.05 20.55	Terminal 1
Fast Ferry (Passengers) Tel: 0818 300 400	Holyhead	2	13.50 19.15	14.30 08.45*	Terminal 1
Stena Line					
Cruise Ferry (Passengers & Freight) Tel: (01) 204 7777	Holyhead	4	00.45 05.45 11.35 17.05	02.15 08.20 16.00 21.15	Terminal 2
Norfolkline Ferries					
Cruise Ferry (Passengers & Freight) Tel: (01) 819 2999	Liverpool	2	05.00 17.00	10.00 22.00	Terminal 1
Cruise Ferry (Freight)	Heysham	1	05.50 (Mon) 10.40 (Tues - Sat)	14.35 21.50 (Sat)	Terminal 5
P&O Irish Sea					
Cruise Ferry (Passengers & Freight) Tel: (01) 407 3434	Liverpool	3	05.30 11.30 17.30	09.30 15.00 21.30	Terminal 3
Isle of Man Steam Packet Company					
Fast Ferry Tel: 1800 805 055	Douglas		Seasonal	Seasonal	Terminal 1
Seatruck Ferries					
Tel: (01) 855 8268	Liverpool	2	05.00 17.00	09.00 21.00	Terminal 4

* Next Day Sailing

Terminals 1 & 2	Ferryport, Alexandra Road, Dublin 1.
Terminal 3	North Wall Extension, Dublin 1.
Terminal 4	Alexandra Road, Dublin 1.
Terminal 5	Alexandra Road Extension, Dublin 1.

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

tourism

Cruise Line Operators

Dublin is Irelands most popular port with cruise liners. Over eighty visited Dublin in 2009. Smaller liners can come up the River Liffey close to the city centre while the larger ships berth in Alexandra Quay, which is only 2kms from the city centre.

Dublin has a lot to offer the potential visitor. Where else in the world would you find culture, history, architecture, scenic beauty, beaches and mountains all within a radius of 40 kilometres of the city centre. If sport is your passion you will find more that 50 golf courses all within easy reach of the city.

Breathtaking Wicklow with its mountains, lakes, valleys and long sandy beaches is a short drive to the south. To the north the historic Boyne Valley boasts a different type of grandeur, which includes the legendary Hill of Tara, Slane, Newgrange and the site of the Battle of the Boyne.

No visit to Dublin would be complete without discovering the birthplaces of its most famous beverages at Guinness Brewery and the Irish Whiskey Distillery. Both of these welcome visitors while the pubs of Dublin are famous the world over.

One does not need to have Dublin or even Irish ancestry to enjoy a visit to Dublins Fair City, the home of Sweet Molly Malone.

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IRELAND, EAST COAST – DUBLIN

Lat 53°21□N Long 6°13□W

TIME ZONE **GMT/BST** — TIMES AND HEIGHTS OF HIGH AND LOW WATERS — YEAR **2010**

JANUARY

	Time	m		Time	m
1 F	0450 1133 1721	0·75 4·28 0·45	**16** SA	0008 0542 1211 1811	3·67 1·01 4·01 0·88
2 SA	0002 0535 1218 1809	4·11 0·68 4·37 0·33	**17** SU	0036 0612 1241 1841	3·67 0·97 4·01 0·86
3 SU	0050 0620 1305 1858	4·12 0·68 4·40 0·31	**18** M	0105 0641 1314 1910	3·67 0·96 3·99 0·86
4 M	0139 0708 1356 1949	4·06 0·75 4·36 0·38	**19** TU	0138 0712 1349 1939	3·67 0·98 3·95 0·88
5 TU	0231 0759 1448 2044	3·96 0·87 4·27 0·52	**20** W	0214 0746 1427 2013	3·64 1·04 3·88 0·92
6 W	0326 0855 1544 2140	3·84 1·03 4·13 0·72	**21** TH	0254 0826 1509 2052	3·59 1·13 3·79 1·00
7 TH ☾	0424 0954 1643 2238	3·70 1·21 3·96 0·95	**22** F	0337 0909 1554 2136	3·51 1·25 3·66 1·13
8 F	0528 1059 1751 2341	3·59 1·37 3·78 1·17	**23** SA ☽	0426 0958 1643 2226	3·40 1·38 3·52 1·28
9 SA	0634 1211 1901	3·53 1·48 3·64	**24** SU	0524 1100 1742 2331	3·31 1·51 3·40 1·43
10 SU	0051 0741 1326 2011	1·34 3·55 1·51 3·57	**25** M	0633 1216 1856	3·29 1·54 3·35
11 M	0204 0844 1440 2118	1·39 3·62 1·42 3·57	**26** TU	0051 0748 1334 2014	1·47 3·39 1·42 3·44
12 TU	0306 0941 1537 2217	1·35 3·74 1·28 3·61	**27** W	0206 0852 1440 2120	1·36 3·60 1·16 3·63
13 W	0356 1029 1624 2302	1·27 3·85 1·13 3·65	**28** TH	0306 0946 1536 2215	1·14 3·86 0·82 3·84
14 TH	0435 1109 1703 2338	1·17 3·93 1·01 3·66	**29** F	0356 1034 1625 2303	0·89 4·11 0·49 4·01
15 F ●	0510 1141 1738	1·08 3·98 0·93	**30** SA ○	0441 1119 1710 2348	0·67 4·30 0·24 4·11
			31 SU	0523 1204 1755	0·52 4·42 0·11

FEBRUARY

	Time	m		Time	m
1 M	0033 0604 1247 1840	4·13 0·46 4·45 0·10	**16** TU	0036 0613 1246 1834	3·70 0·77 3·96 0·72
2 TU	0117 0647 1334 1926	4·09 0·49 4·40 0·21	**17** W	0104 0640 1319 1903	3·73 0·76 3·94 0·71
3 W	0202 0734 1423 2014	3·99 0·61 4·28 0·42	**18** TH	0138 0714 1356 1936	3·74 0·79 3·90 0·75
4 TH	0251 0824 1513 2105	3·85 0·79 4·09 0·69	**19** F	0216 0750 1437 2014	3·70 0·86 3·82 0·85
5 F ☾	0341 0920 1610 2200	3·69 1·01 3·85 1·00	**20** SA	0258 0833 1520 2058	3·61 0·98 3·69 1·00
6 SA	0441 1022 1716 2259	3·53 1·25 3·60 1·30	**21** SU	0346 0922 1611 2149	3·48 1·14 3·52 1·21
7 SU	0551 1133 1830	3·41 1·44 3·40	**22** M ☽	0441 1022 1710 2252	3·33 1·32 3·35 1·43
8 M	0008 0704 1300 1948	1·53 3·38 1·53 3·32	**23** TU	0551 1145 1830	3·24 1·41 3·26
9 TU	0138 0814 1426 2102	1·61 3·45 1·44 3·35	**24** W	0020 0717 1312 1957	1·53 3·30 1·31 3·34
10 W	0251 0918 1526 2204	1·51 3·58 1·26 3·44	**25** TH	0148 0830 1426 2106	1·41 3·52 1·02 3·55
11 TH	0340 1010 1610 2248	1·35 3·73 1·08 3·53	**26** F	0254 0929 1525 2203	1·14 3·80 0·65 3·78
12 F	0418 1050 1645 2320	1·17 3·84 0·94 3·59	**27** SA	0344 1018 1612 2249	0·83 4·07 0·32 3·96
13 SA	0452 1121 1716 2347	1·01 3·91 0·84 3·63	**28** SU ○	0426 1103 1655 2331	0·56 4·27 0·09 4·07
14 SU ●	0521 1149 1745	0·89 3·94 0·77			
15 M	0011 0548 1216 1811	3·66 0·81 3·96 0·74			

MARCH

	Time	m		Time	m
1 M	0506 1145 1737	0·37 4·38 □0·01	**16** TU	0520 1149 1735	0·71 3·88 0·65
2 TU	0011 0545 1227 1818	4·10 0·29 4·40 0·03	**17** W	0005 0544 1218 1759	3·74 0·65 3·90 0·62
3 W	0050 0627 1311 1901	4·07 0·31 4·32 0·19	**18** TH	0032 0612 1251 1829	3·79 0·62 3·90 0·63
4 TH	0132 0711 1357 1945	3·98 0·43 4·17 0·43	**19** F	0107 0646 1329 1905	3·81 0·63 3·87 0·68
5 F	0216 0759 1447 2033	3·85 0·62 3·95 0·73	**20** SA	0146 0725 1413 1946	3·77 0·70 3·79 0·80
6 SA	0302 0852 1540 2123	3·69 0·86 3·69 1·05	**21** SU	0230 0810 1459 2031	3·69 0·82 3·66 0·99
7 SU ☾	0356 0953 1645 2221	3·52 1·11 3·42 1·36	**22** M	0318 0904 1551 2126	3·56 0·98 3·50 1·21
8 M	0504 1100 1801 2327	3·35 1·33 3·22 1·61	**23** TU ☽	0414 1010 1655 2235	3·40 1·15 3·33 1·42
9 TU	0625 1225 1919	3·27 1·45 3·14	**24** W	0526 1133 1816	3·30 1·22 3·25
10 W	0056 0739 1400 2040	1·70 3·31 1·38 3·20	**25** TH	0004 0651 1257 1941	1·50 3·34 1·10 3·34
11 TH	0223 0848 1459 2140	1·58 3·45 1·20 3·34	**26** F	0129 0807 1409 2049	1·36 3·54 0·83 3·54
12 F	0315 0941 1543 2221	1·36 3·60 1·02 3·46	**27** SA	0234 0909 1505 2146	1·09 3·79 0·52 3·75
13 SA	0353 1022 1617 2252	1·14 3·73 0·87 3·56	**28** SU	0426 1101 1653 2331	0·79 4·03 0·26 3·91
14 SU	0425 1056 1646 2319	0·95 3·81 0·76 3·63	**29** M	0508 1146 1736	0·54 4·19 0·11
15 M ●	0453 1124 1713 2342	0·81 3·85 0·69 3·68	**30** TU ○	0011 0549 1230 1817	4·00 0·37 4·26 0·07
			31 W	0049 0628 1311 1856	4·03 0·29 4·25 0·15

APRIL

	Time	m		Time	m
1 TH	0126 0709 1353 1937	4·01 0·31 4·16 0·32	**16** F	0104 0647 1327 1902	3·84 0·59 3·86 0·64
2 F	0205 0753 1438 2019	3·95 0·41 4·01 0·55	**17** SA	0141 0723 1410 1941	3·87 0·59 3·84 0·71
3 SA	0248 0839 1526 2104	3·86 0·57 3·81 0·82	**18** SU	0224 0807 1456 2025	3·85 0·64 3·77 0·84
4 SU	0333 0933 1618 2154	3·73 0·78 3·57 1·10	**19** M	0310 0859 1547 2117	3·78 0·74 3·66 1·02
5 M	0423 1030 1718 2250	3·56 1·00 3·33 1·37	**20** TU	0402 0958 1643 2216	3·68 0·86 3·53 1·20
6 TU ☾	0525 1134 1830 2353	3·39 1·20 3·14 1·58	**21** W ☽	0501 1107 1749 2326	3·57 0·96 3·41 1·35
7 W	0644 1247 1944	3·27 1·33 3·08	**22** TH	0611 1223 1905	3·50 0·98 3·37
8 TH	0106 0800 1412 2057	1·67 3·27 1·31 3·14	**23** F	0045 0729 1337 2021	1·39 3·53 0·89 3·44
9 F	0232 0906 1517 2156	1·59 3·36 1·19 3·27	**24** SA	0203 0842 1443 2127	1·28 3·65 0·73 3·58
10 SA	0334 1002 1604 2240	1·39 3·49 1·03 3·41	**25** SU	0307 0945 1541 2223	1·08 3·82 0·54 3·72
11 SU	0416 1046 1640 2315	1·18 3·61 0·89 3·53	**26** M	0401 1040 1632 2311	0·86 3·97 0·39 3·84
12 M	0450 1122 1710 2345	0·99 3·70 0·78 3·63	**27** TU	0449 1129 1717 2353	0·67 4·07 0·32 3·92
13 TU	0521 1153 1736	0·84 3·76 0·71	**28** W ○	0532 1216 1757	0·53 4·10 0·34
14 W ●	0010 0548 1221 1800	3·71 0·72 3·81 0·65	**29** TH	0030 0614 1258 1838	3·95 0·47 4·07 0·42
15 TH	0034 0614 1251 1828	3·78 0·64 3·85 0·63	**30** F	0106 0655 1339 1918	3·96 0·47 3·98 0·56

DATUM OF PREDICTIONS = CHART DATUM : 0.20 METRES ABOVE ORDNANCE DATUM (DUBLIN)
PROUDMAN OCEANOGRAPHIC LABORATORY, 6 BROWNLOW STREET, LIVERPOOL, MERSEYSIDE, L3 5DA, UK.

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IRELAND, EAST COAST – DUBLIN

Lat 53°21□N Long 6°13□W

TIME ZONE **GMT/BST** — TIMES AND HEIGHTS OF HIGH AND LOW WATERS — YEAR **2010**

MAY

	Time	m		Time	m
1 SA	0144 0739 1422 1958	3·93 0·53 3·85 0·73	**16** SU	0122 0709 1356 1925	3·96 0·59 3·86 0·76
2 SU	0225 0825 1507 2042	3·88 0·64 3·69 0·92	**17** M	0207 0758 1445 2012	3·97 0·60 3·82 0·86
3 M	0310 0916 1556 2130	3·78 0·78 3·52 1·12	**18** TU	0257 0852 1538 2107	3·94 0·64 3·74 0·99
4 TU	0358 1009 1651 2222	3·66 0·94 3·34 1·32	**19** W	0352 0954 1636 2208	3·88 0·70 3·65 1·12
5 W	0453 1107 1755 2321	3·51 1·10 3·19 1·48	**20** TH	0451 1058 1738 2312	3·82 0·76 3·57 1·22
6 TH ☾	0600 1209 1901	3·37 1·21 3·11	**21** F ☽	0556 1206 1847	3·76 0·79 3·53
7 F	0024 0713 1313 2007	1·57 3·31 1·26 3·14	**22** SA	0021 0706 1312 1954	1·26 3·74 0·79 3·54
8 SA	0132 0818 1417 2103	1·56 3·33 1·22 3·24	**23** SU	0130 0815 1415 2059	1·24 3·77 0·76 3·60
9 SU	0235 0914 1510 2152	1·45 3·41 1·13 3·37	**24** M	0236 0921 1516 2158	1·16 3·83 0·72 3·69
10 M	0326 1002 1552 2232	1·29 3·51 1·02 3·50	**25** TU	0335 1020 1609 2250	1·03 3·89 0·68 3·77
11 TU	0406 1043 1627 2307	1·13 3·60 0·91 3·62	**26** W	0429 1115 1657 2335	0·90 3·92 0·67 3·84
12 W	0441 1118 1658 2336	0·97 3·69 0·82 3·73	**27** TH	0518 1203 1742	0·80 3·92 0·69
13 TH	0515 1153 1729	0·83 3·77 0·75	**28** F ○	0014 0603 1247 1821	3·89 0·73 3·89 0·73
14 F ●	0006 0549 1230 1804	3·83 0·71 3·83 0·71	**29** SA	0051 0647 1327 1901	3·92 0·70 3·82 0·80
15 SA	0041 0627 1311 1842	3·91 0·63 3·86 0·71	**30** SU	0127 0729 1407 1939	3·93 0·71 3·73 0·89
			31 M	0207 0812 1448 2019	3·91 0·75 3·63 0·99

JUNE

	Time	m		Time	m
1 TU	0248 0857 1531 2103	3·86 0·83 3·52 1·10	**16** W	0243 0842 1524 2052	4·15 0·48 3·88 0·87
2 W	0333 0945 1619 2151	3·77 0·93 3·41 1·23	**17** TH	0337 0940 1619 2149	4·12 0·53 3·80 0·97
3 TH	0419 1034 1710 2244	3·65 1·04 3·30 1·35	**18** F	0434 1039 1718 2249	4·05 0·61 3·71 1·08
4 F ☾	0512 1126 1807 2339	3·53 1·14 3·22 1·46	**19** SA ☽	0535 1141 1820 2352	3·96 0·72 3·63 1·19
5 SA	0611 1221 1908	3·42 1·23 3·19	**20** SU	0641 1242 1925	3·86 0·84 3·58
6 SU	0038 0715 1316 2007	1·52 3·36 1·27 3·23	**21** M	0059 0751 1346 2031	1·26 3·79 0·94 3·58
7 M	0136 0817 1410 2100	1·51 3·36 1·26 3·32	**22** TU	0207 0859 1449 2133	1·28 3·75 1·01 3·63
8 TU	0231 0911 1459 2147	1·43 3·42 1·20 3·45	**23** W	0314 1004 1549 2230	1·24 3·74 1·03 3·71
9 W	0320 1001 1544 2227	1·30 3·52 1·10 3·60	**24** TH	0416 1103 1641 2319	1·14 3·76 1·01 3·79
10 TH	0404 1046 1625 2305	1·13 3·64 0·99 3·75	**25** F	0510 1155 1728	1·03 3·76 0·99
11 F	0446 1129 1704 2345	0·94 3·75 0·88 3·89	**26** SA ○	0002 0556 1238 1807	3·86 0·92 3·74 0·96
12 SA ●	0528 1213 1745	0·77 3·85 0·79	**27** SU	0038 0637 1315 1845	3·91 0·85 3·71 0·95
13 SU	0024 0611 1256 1827	4·01 0·62 3·92 0·74	**28** M	0111 0716 1347 1920	3·94 0·82 3·66 0·95
14 M	0108 0658 1343 1912	4·10 0·51 3·95 0·73	**29** TU	0146 0754 1422 1956	3·95 0·82 3·62 0·97
15 TU	0154 0747 1432 2000	4·15 0·47 3·93 0·78	**30** W	0222 0832 1500 2034	3·92 0·85 3·57 1·02

JULY

	Time	m		Time	m
1 TH	0302 0911 1540 2113	3·87 0·91 3·51 1·10	**16** F	0316 0916 1554 2123	4·28 0·40 3·90 0·82
2 F	0342 0952 1622 2156	3·79 0·99 3·44 1·21	**17** SA	0409 1012 1647 2220	4·17 0·56 3·78 0·98
3 SA	0427 1034 1707 2243	3·68 1·09 3·36 1·33	**18** SU ☽	0507 1110 1746 2321	4·01 0·77 3·66 1·15
4 SU ☾	0515 1121 1757 2336	3·56 1·20 3·29 1·44	**19** M	0613 1210 1852	3·83 0·99 3·56
5 M	0609 1213 1855	3·44 1·30 3·25	**20** TU	0028 0726 1315 2001	1·32 3·67 1·19 3·52
6 TU	0035 0711 1312 2000	1·52 3·36 1·37 3·28	**21** W	0141 0841 1425 2109	1·41 3·58 1·31 3·56
7 W	0137 0819 1411 2102	1·52 3·35 1·37 3·38	**22** TH	0300 0951 1533 2212	1·39 3·57 1·32 3·66
8 TH	0238 0924 1507 2155	1·42 3·44 1·29 3·55	**23** F	0409 1054 1629 2305	1·27 3·61 1·25 3·77
9 F	0334 1020 1559 2241	1·23 3·59 1·14 3·75	**24** SA	0503 1146 1714 2349	1·12 3·65 1·15 3·87
10 SA	0425 1111 1646 2326	0·98 3·75 0·96 3·95	**25** SU	0545 1227 1752	0·98 3·66 1·05
11 SU ●	0512 1157 1731	0·72 3·90 0·79	**26** M ○	0023 0623 1258 1826	3·93 0·88 3·66 0·97
12 M	0009 0559 1242 1813	4·13 0·49 4·00 0·66	**27** TU	0052 0656 1325 1858	3·97 0·83 3·65 0·91
13 TU	0052 0644 1327 1856	4·26 0·34 4·05 0·60	**28** W	0122 0729 1354 1929	3·98 0·81 3·65 0·90
14 W	0137 0732 1414 1941	4·33 0·27 4·05 0·61	**29** TH	0154 0758 1425 2000	3·97 0·83 3·64 0·91
15 TH	0225 0822 1503 2031	4·34 0·30 3·99 0·69	**30** F	0229 0829 1500 2034	3·94 0·86 3·63 0·96
			31 SA	0307 0902 1538 2110	3·88 0·92 3·59 1·05

AUGUST

	Time	m		Time	m
1 SU	0348 0940 1619 2152	3·78 1·01 3·52 1·18	**16** M ☽	0437 1036 1710 2251	3·94 0·90 3·65 1·14
2 M	0433 1022 1705 2239	3·65 1·14 3·42 1·32	**17** TU	0545 1135 1817	3·69 1·19 3·52
3 TU ☾	0522 1111 1759 2336	3·50 1·30 3·31 1·46	**18** W	0000 0704 1242 1932	1·36 3·49 1·43 3·45
4 W	0621 1213 1905	3·35 1·44 3·26	**19** TH	0120 0822 1401 2045	1·48 3·40 1·55 3·50
5 TH	0049 0736 1329 2021	1·54 3·28 1·51 3·32	**20** F	0252 0940 1517 2152	1·44 3·43 1·50 3·62
6 F	0205 0857 1441 2127	1·47 3·36 1·43 3·50	**21** SA	0359 1044 1613 2249	1·27 3·52 1·37 3·77
7 SA	0313 1002 1541 2222	1·24 3·54 1·23 3·76	**22** SU	0449 1132 1656 2331	1·09 3·60 1·20 3·88
8 SU	0411 1056 1632 2308	0·92 3·76 0·97 4·02	**23** M	0528 1209 1732	0·94 3·65 1·04
9 M	0500 1142 1715 2352	0·58 3·95 0·72 4·25	**24** TU ○	0003 0600 1237 1803	3·95 0·84 3·67 0·92
10 TU ●	0545 1226 1757	0·30 4·08 0·53	**25** W	0031 0630 1259 1833	3·98 0·78 3·69 0·85
11 W	0034 0627 1308 1838	4·40 0·13 4·14 0·43	**26** TH	0058 0658 1325 1901	4·00 0·77 3·71 0·81
12 TH	0116 0712 1351 1920	4·47 0·09 4·13 0·43	**27** F	0126 0722 1353 1927	3·99 0·77 3·73 0·82
13 F	0201 0758 1436 2005	4·45 0·17 4·06 0·52	**28** SA	0158 0747 1425 1958	3·97 0·80 3·74 0·86
14 SA	0249 0848 1523 2056	4·34 0·36 3·95 0·69	**29** SU	0235 0819 1502 2034	3·92 0·86 3·71 0·94
15 SU	0341 0940 1613 2151	4·16 0·61 3·81 0·90	**30** M	0316 0857 1544 2116	3·82 0·96 3·64 1·06
			31 TU	0359 0941 1629 2202	3·69 1·11 3·52 1·22

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

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IRELAND, EAST COAST – DUBLIN

Lat 53°21□N Long 6°13□W

TIME ZONE **GMT/BST** — TIMES AND HEIGHTS OF HIGH AND LOW WATERS — YEAR **2010**

SEPTEMBER

	Time	m		Time	m
1 W ☾	0450 1030 1721 2301	3·51 1·31 3·39 1·39	**16** TH	0640 1209 1859	3·34 1·57 3·45
2 TH	0549 1135 1826	3·34 1·50 3·29	**17** F	0055 0801 1329 2015	1·47 3·27 1·68 3·47
3 F	0019 0708 1259 1947	1·49 3·24 1·59 3·32	**18** SA	0231 0921 1450 2124	1·42 3·34 1·60 3·59
4 SA	0144 0836 1419 2102	1·41 3·32 1·49 3·52	**19** SU	0337 1023 1548 2220	1·25 3·48 1·42 3·74
5 SU	0257 0944 1524 2201	1·14 3·53 1·25 3·80	**20** M	0423 1108 1630 2304	1·06 3·60 1·22 3·86
6 M	0356 1039 1615 2249	0·78 3·78 0·94 4·08	**21** TU	0501 1141 1705 2338	0·92 3·68 1·04 3·93
7 TU	0444 1124 1658 2334	0·43 3·99 0·66 4·31	**22** W	0532 1209 1738	0·82 3·73 0·91
8 W ●	0526 1206 1739	0·17 4·13 0·45	**23** TH ○	0006 0600 1233 1806	3·97 0·77 3·77 0·83
9 TH	0014 0609 1247 1819	4·46 0·03 4·19 0·34	**24** F	0033 0624 1256 1833	3·98 0·75 3·80 0·80
10 F	0056 0649 1326 1859	4·50 0·04 4·18 0·33	**25** SA	0059 0647 1323 1859	3·98 0·76 3·83 0·80
11 SA	0139 0733 1408 1943	4·44 0·18 4·11 0·44	**26** SU	0132 0713 1354 1930	3·96 0·79 3·84 0·82
12 SU	0225 0819 1453 2032	4·30 0·42 4·00 0·62	**27** M	0208 0746 1432 2007	3·91 0·85 3·81 0·89
13 M	0316 0909 1541 2126	4·08 0·71 3·85 0·86	**28** TU	0250 0825 1514 2050	3·83 0·97 3·74 1·01
14 TU	0412 1002 1636 2227	3·82 1·03 3·69 1·11	**29** W	0335 0910 1602 2141	3·69 1·14 3·63 1·16
15 W ☽	0519 1103 1742 2335	3·55 1·34 3·53 1·34	**30** TH	0427 1005 1656 2243	3·53 1·35 3·51 1·30

OCTOBER

	Time	m		Time	m
1 F ☾	0531 1112 1800	3·37 1·54 3·42	**16** SA	0023 0727 1248 1937	1·40 3·24 1·71 3·49
2 SA	0002 0649 1237 1919	1·37 3·29 1·61 3·44	**17** SU	0149 0842 1408 2045	1·40 3·31 1·66 3·56
3 SU	0125 0814 1357 2034	1·27 3·38 1·49 3·61	**18** M	0259 0944 1511 2141	1·28 3·44 1·50 3·67
4 M	0238 0923 1502 2135	1·01 3·59 1·24 3·86	**19** TU	0348 1029 1558 2227	1·13 3·58 1·30 3·78
5 TU	0335 1018 1554 2227	0·69 3·82 0·96 4·11	**20** W	0427 1104 1636 2305	1·00 3·70 1·13 3·86
6 W	0425 1104 1639 2314	0·41 4·01 0·69 4·30	**21** TH	0458 1135 1708 2338	0·91 3·79 1·00 3·90
7 TH ●	0508 1146 1721 2357	0·21 4·13 0·50 4·41	**22** F	0526 1203 1738	0·85 3·84 0·91
8 F	0549 1226 1802	0·13 4·19 0·39	**23** SA ○	0007 0552 1228 1806	3·92 0·83 3·89 0·86
9 SA	0040 0630 1305 1842	4·42 0·18 4·19 0·39	**24** SU	0035 0617 1256 1835	3·94 0·82 3·92 0·84
10 SU	0122 0711 1346 1927	4·34 0·34 4·14 0·48	**25** M	0109 0647 1330 1909	3·94 0·84 3·94 0·84
11 M	0208 0754 1429 2015	4·19 0·57 4·05 0·64	**26** TU	0147 0722 1410 1949	3·90 0·91 3·92 0·88
12 TU	0257 0842 1516 2107	3·98 0·85 3·93 0·85	**27** W	0231 0803 1455 2035	3·83 1·02 3·87 0·95
13 W	0352 0934 1609 2206	3·73 1·14 3·78 1·07	**28** TH	0320 0850 1544 2130	3·73 1·18 3·79 1·05
14 TH ☽	0457 1032 1711 2311	3·49 1·41 3·62 1·27	**29** F	0415 0948 1639 2233	3·60 1·35 3·71 1·14
15 F	0610 1136 1824	3·30 1·62 3·51	**30** SA ☾	0518 1057 1741 2346	3·49 1·49 3·64 1·17
			31 SU	0531 1113 1751	3·45 1·53 3·65

NOVEMBER

	Time	m		Time	m
1 M	0001 0647 1229 1903	1·10 3·51 1·45 3·75	**16** TU	0100 0749 1319 1953	1·38 3·39 1·60 3·55
2 TU	0110 0755 1334 2007	0·94 3·66 1·27 3·91	**17** W	0159 0840 1414 2045	1·30 3·52 1·46 3·63
3 W	0210 0852 1430 2104	0·74 3·83 1·05 4·08	**18** TH	0244 0922 1459 2129	1·20 3·66 1·32 3·71
4 TH	0302 0941 1519 2156	0·55 3·99 0·85 4·20	**19** F	0320 1000 1536 2207	1·11 3·77 1·18 3·78
5 F	0349 1026 1605 2243	0·44 4·10 0·68 4·26	**20** SA	0353 1034 1610 2242	1·03 3·86 1·06 3·84
6 SA ●	0432 1109 1649 2328	0·41 4·16 0·58 4·26	**21** SU ○	0422 1103 1642 2316	0·97 3·94 0·96 3·89
7 SU	0513 1148 1733	0·47 4·18 0·56	**22** M	0452 1134 1716 2352	0·93 4·00 0·88 3·92
8 M	0012 0554 1229 1816	4·18 0·59 4·16 0·60	**23** TU	0526 1211 1754	0·91 4·05 0·81
9 TU	0057 0636 1311 1903	4·05 0·76 4·11 0·70	**24** W	0033 0604 1251 1837	3·92 0·93 4·06 0·79
10 W	0143 0721 1356 1953	3·88 0·97 4·01 0·84	**25** TH	0118 0647 1338 1925	3·89 1·00 4·05 0·81
11 TH	0235 0809 1445 2045	3·69 1·18 3·89 1·01	**26** F	0209 0736 1428 2020	3·83 1·11 4·01 0·84
12 F	0332 0904 1540 2143	3·50 1·39 3·75 1·17	**27** SA	0302 0833 1522 2119	3·75 1·23 3·96 0·90
13 SA ☽	0435 1003 1643 2245	3·35 1·56 3·61 1·31	**28** SU ☾	0403 0936 1621 2224	3·67 1·34 3·90 0·95
14 SU	0542 1106 1751 2351	3·27 1·67 3·52 1·39	**29** M	0507 1043 1724 2331	3·62 1·40 3·86 0·97
15 M	0649 1213 1856	3·29 1·68 3·51	**30** TU	0616 1155 1832	3·62 1·41 3·86

DECEMBER

	Time	m		Time	m
1 W	0039 0724 1303 1939	0·96 3·69 1·34 3·89	**16** TH	0053 0748 1321 1956	1·47 3·40 1·63 3·44
2 TH	0142 0826 1406 2042	0·91 3·80 1·22 3·95	**17** F	0149 0838 1416 2049	1·44 3·53 1·52 3·51
3 F	0241 0920 1502 2141	0·84 3·92 1·07 4·01	**18** SA	0238 0923 1502 2136	1·35 3·67 1·36 3·62
4 SA	0333 1011 1554 2235	0·78 4·02 0·92 4·05	**19** SU	0319 1003 1543 2218	1·23 3·81 1·18 3·73
5 SU ●	0419 1056 1642 2323	0·75 4·10 0·81 4·05	**20** M	0357 1039 1621 2257	1·10 3·94 0·99 3·84
6 M	0502 1137 1726	0·77 4·15 0·73	**21** TU ○	0432 1116 1700 2338	0·98 4·06 0·81 3·93
7 TU	0005 0541 1216 1809	4·00 0·81 4·16 0·71	**22** W	0510 1154 1741	0·89 4·16 0·66
8 W	0046 0620 1254 1851	3·92 0·89 4·13 0·74	**23** TH	0020 0551 1236 1825	3·98 0·83 4·22 0·57
9 TH	0128 0701 1336 1935	3·81 1·00 4·08 0·82	**24** F	0104 0633 1321 1911	3·99 0·84 4·24 0·54
10 F	0211 0743 1420 2021	3·69 1·13 3·98 0·93	**25** SA	0152 0721 1410 2003	3·97 0·89 4·23 0·57
11 SA	0259 0831 1506 2109	3·56 1·27 3·86 1·07	**26** SU	0244 0813 1502 2058	3·91 0·99 4·17 0·65
12 SU	0350 0923 1556 2201	3·43 1·42 3·72 1·21	**27** M	0339 0911 1557 2156	3·82 1·11 4·08 0·78
13 M ☽	0448 1021 1652 2255	3·34 1·55 3·57 1·35	**28** TU ☾	0438 1012 1656 2257	3·73 1·24 3·96 0·93
14 TU	0549 1120 1754 2354	3·29 1·65 3·47 1·44	**29** W	0542 1120 1804	3·66 1·35 3·84
15 W	0651 1222 1857	3·32 1·67 3·42	**30** TH	0005 0651 1233 1915	1·07 3·64 1·40 3·76
			31 F	0114 0759 1345 2027	1·15 3·69 1·36 3·74

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

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Dublin Port throughput figures

2009

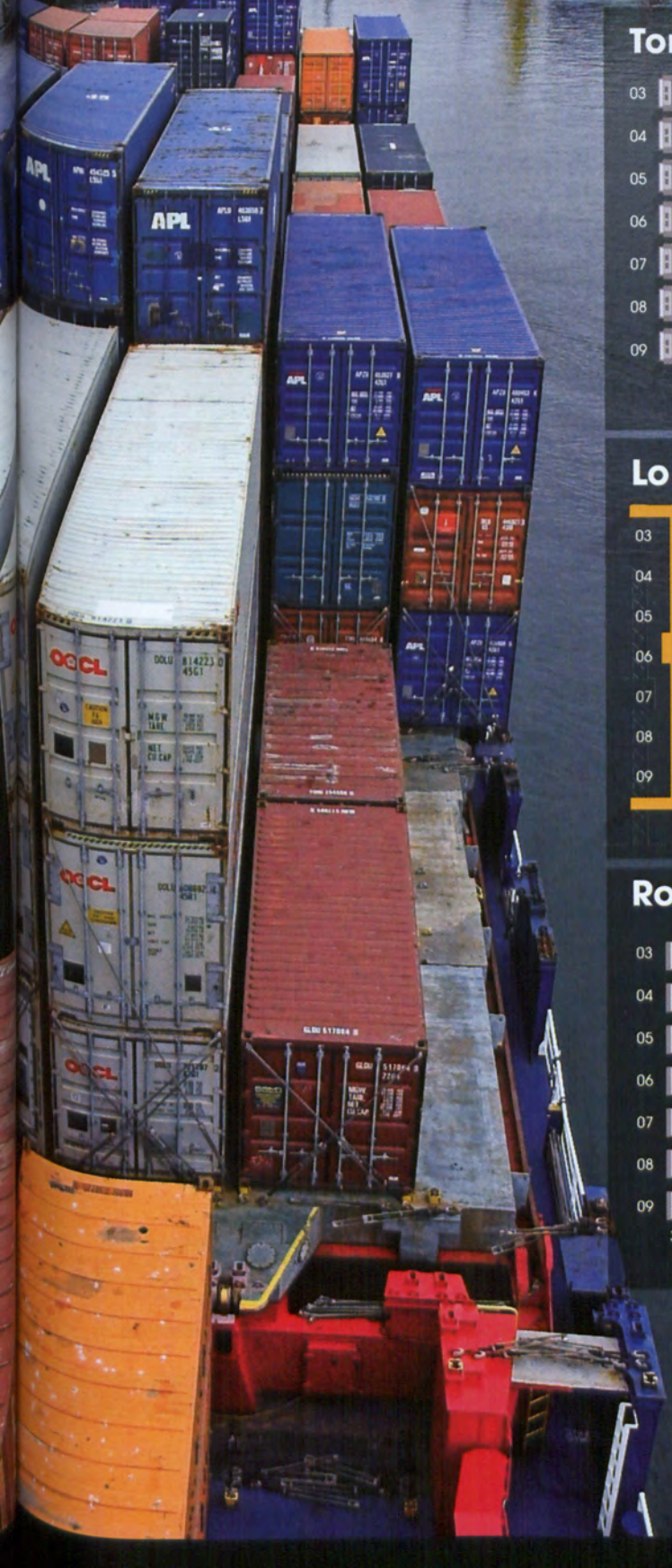
	Year 2009 Tonnes
Ro Ro	15,352,000
Lo Lo	5,414,000
Bulk Liquid	4,048,000
Bulk Solid	1,629,000
Break Bulk	75,000
Total Tonnage	26,500,000

	Units
Ro Ro Units	643,000
Lo Lo TEUs	548,000
Trade Cars	31,474
Tourist Cars	183,000
Passengers	1,500,000

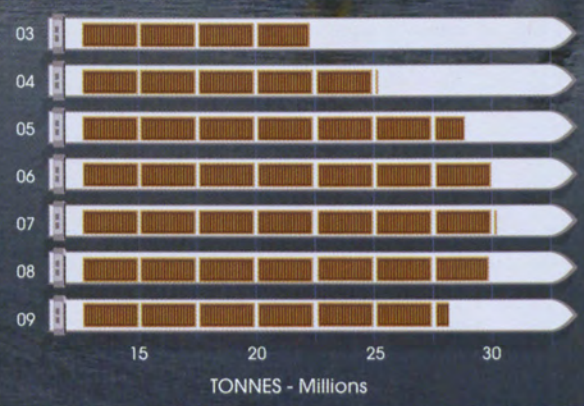
2008

	Year 2008 Tonnes
Ro Ro	16,351,000
Lo Lo	6,556,000
Bulk Liquid	4,077,000
Bulk Solid	2,429,000
Break Bulk	164,000
Total Tonnage	29,777,000

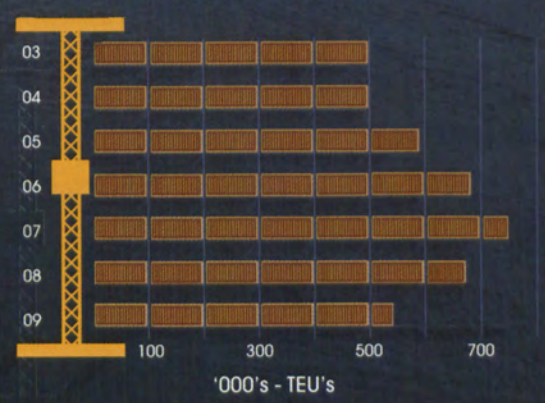
	Units
Ro Ro Units	711,000
Lo Lo TEUs	676,000
Trade Cars	96,192
Tourist Cars	265,635
Passengers	1,260,197



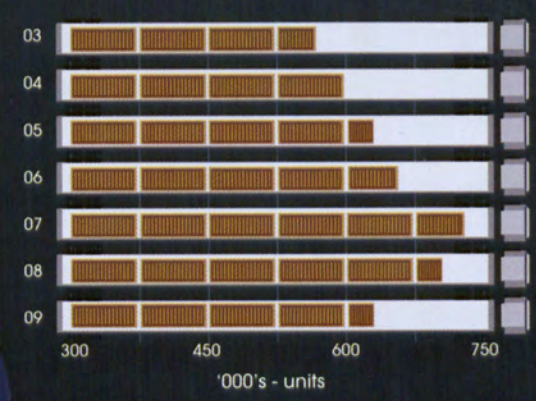
Tonnage Throughput 2003-2009



Lo Lo Unitised Trade 2003-2009



Ro Ro Unitised Trade 2003-2009



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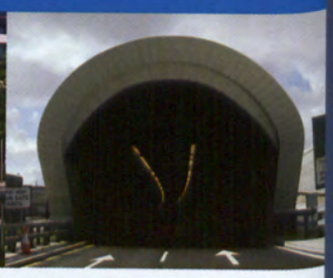
DUBLIN CITY'S NO.1 OFFICE PARK



transport links

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Dublin Airport	12 mins
East Link Bridge	5 mins
IFSC	3 mins
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interesting facts 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).

90% of Ireland's GDP is exported - 42% of it through Dublin Port.

Dublin Port is the second biggest industrial estate in Ireland with **4,000 people employed** in the Port area.

The largest cruise liner to dock in Dublin Port was the Grand Princess which first visited the port in August 2004.

This liner is 290 metres in length, has a gross tonnage of 108,000 tonnes and carried 4,000 visitors.

Six ferry companies operate up to **17 sailings daily to the UK** from Dublin Port.

The "Great Eastern" then the **largest ship in the world** arrived in Dublin in October 1886, and remained here until April 1887 as a show boat, she had a chequered history, and is best remembered for laying the first transatlantic submarine cable from Valentia Island Co. Kerry to New York, her chief officer for the project was Wicklow born Robert Halpin who later became Master at the age of 33.

Capt Bligh of the **"Mutiny on the Bounty"** completed an accurate survey of Dublin Bay in 1800 and the map, which he oversaw the production of, was completed in 1803. It was the most accurate map of the bay up to that time and for many years to come. The Ballast board purchased 25 copies of the map for £20-16-00 and one copy of this map is in Dublin Port Company archives.

78% of all imports and exports through Dublin Port are **transported in containers/ro ro units.**

Bull Island, with its **5.63km of beach,** two golf courses and world famous bird sanctuary was created by the building of the Port's two walls - the Great South Wall and the North Bull Wall.

almost 50% of goods coming through Dublin Port are **destined for areas falling within the M50 ring**. The proportion increases to approximately 75% when the line is extended to an 80km (50 mile) radius of the city.

Carlisle Bridge was built in 1794 and it was a narrow hump backed bridge leading on to the wide Sackville Street. The bridge was rebuilt in 1880 to the design of the Port engineer Bindon Blood Stoney. When completed it was renamed O'Connell Bridge after the liberator Daniel O'Connell. This bridge is quite unusual in that its width is almost the same size as its length.

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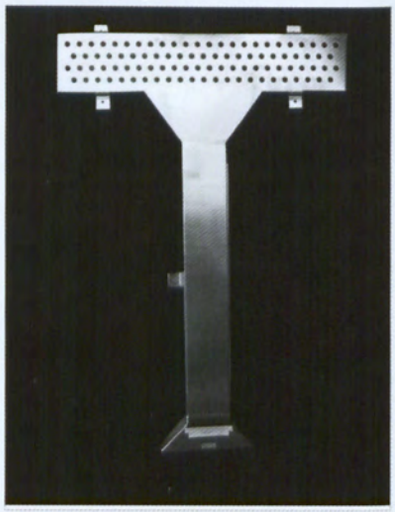

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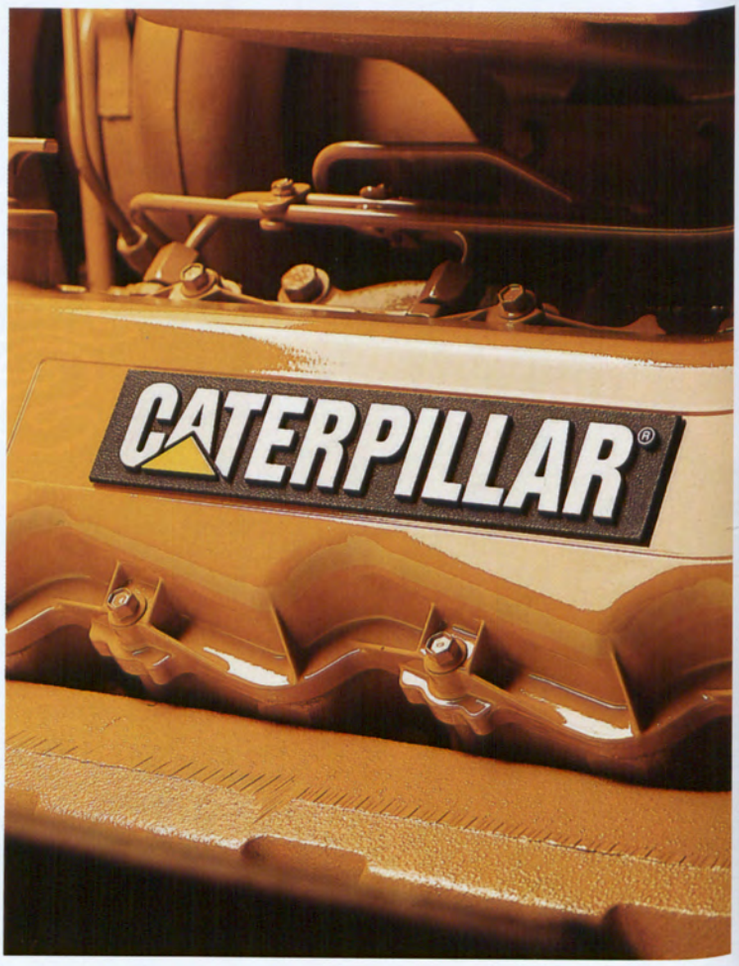

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DUBLIN PORT Co 2010 Year Planner

	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED
JAN						1 New Year's Day Public Holiday	2	3	4	5	6	7	8	9	10	11	12	13
FEB		1	2	3	4	5	6	7	8	9	10	11	12	13	14 St. Valentine's Day	15	16	17
MAR		1	2	3	4	5	6	7	8	9	10	11	12	13	14 Mother's Day	15	16	17 St. Patrick's Day Public Holiday
APR					1	2	3	4 Easter Sunday	5 Easter Monday Public Holiday	6	7	8	9	10	11	12	13	14
MAY							1	2	3 Public Holiday	4	5	6	7	8	9	10	11	12
JUN			1	2	3	4	5	6	7 Public Holiday	8	9	10	11	12	13	14	15	17
JUL					1	2	3	4	5	6	7	8	9	10	11	12	13	14
AUG	1	2 Public Holiday	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
SEP				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
OCT						1	2	3	4	5	6	7	8	9	10	11	12	13
NOV		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEC				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED

	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON
JAN	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
FEB	18	19	20	21	22	23	24	25	26	27	28								
MAR	18	19	20	21	22	23	24	25	26	27	28 Summer Time Begins	29	30	31					
APR	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30			
MAY	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
JUN	17	18	19	20 Father's Day	21	22	23	24	25	26	27	28	29	30					
JUL	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
AUG	19	20	21	22	23	24	25	26	27	28	29	30	31						
SEP	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30				
OCT	14	15	16	17	18	19	20	21	22	23	24	25 Public Holiday	26	27	28	29	30	31 Summer Time Ends	
NOV	18	19	20	21	22	23	24	25	26	27	28	29	30						
DEC	16	17	18	19	20	21	22	23	24	25 Christmas Day	26 St.Stephen's Day Public Holiday	27 Public Holiday	28 Public Holiday	29	30	31			
	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON

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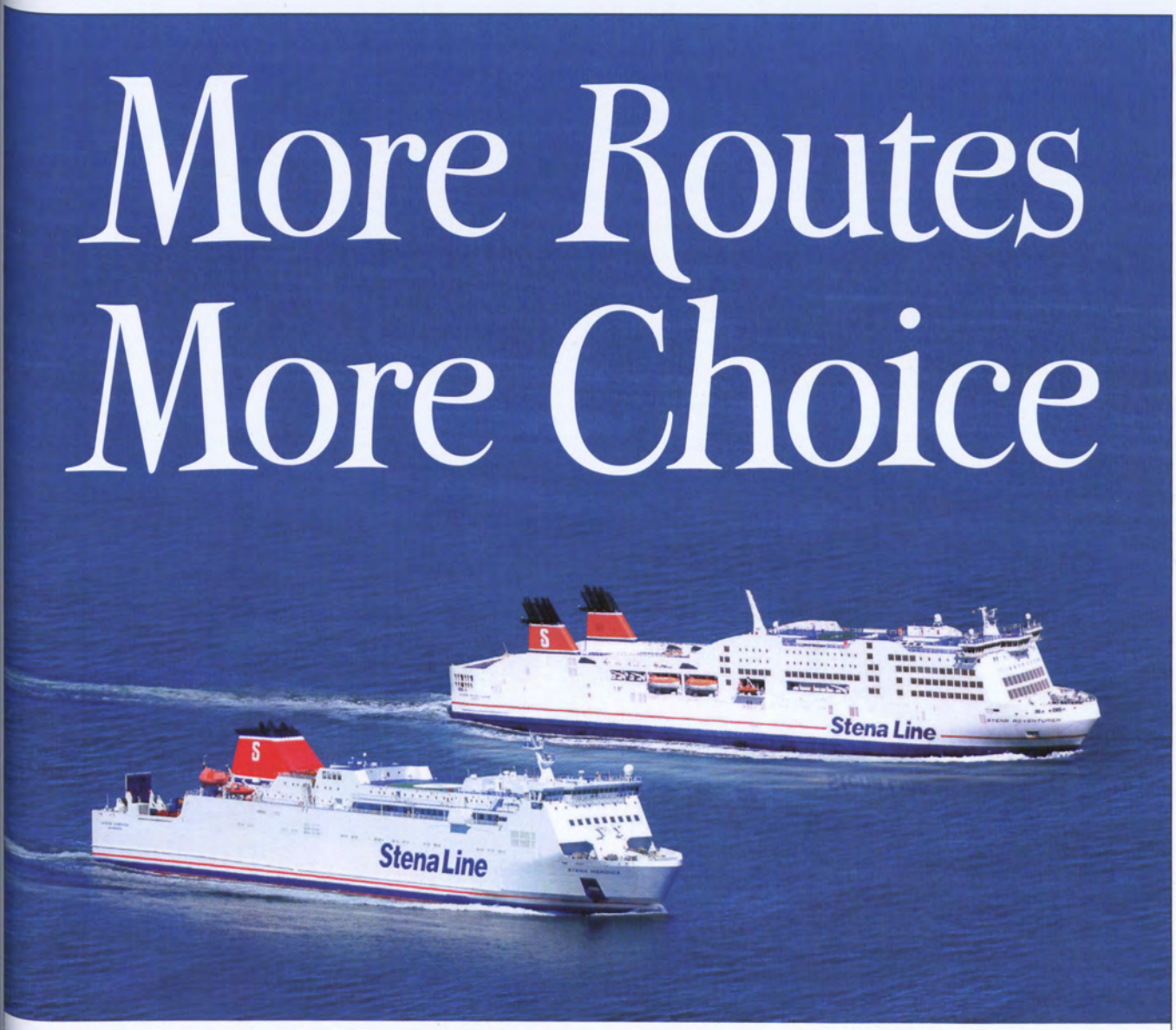

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