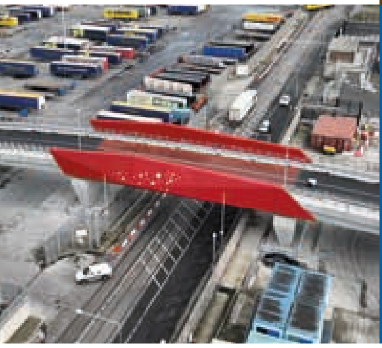


Annual Report and Financial Statements 2021

COMHLACHT CHALAFORT
ÁTHA CLIATH
DUBLIN PORT COMPANY

Company Information

Secretary & Registered Office

Michael Sheary
Port Centre
Alexandra Road
Dublin 1

Registered Number

262367

Principal Bankers/Lenders

Bank of Ireland
2 Burlington Plaza
Burlington Road
Dublin 4

European Investment Bank
98-100 boulevard Konrad Adenauer
L-2950 Luxembourg

Ulster Bank DAC
Ulster Bank Group Centre
George's Quay
Dublin 2

Allianz Global Investors GMBh
199 Bishopsgate
London
EC2M 3TY

Auditors

Deloitte Ireland LLP
Deloitte & Touche House
Earlsfort Terrace
Dublin 2

Solicitors

Beauchamps Solicitors
Riverside Two
Sir John Rogerson's Quay
Dublin 2

Eversheds
One Earlsfort Centre
Earlsfort Terrace
Dublin 2

Mason Hayes & Curran
South Bank House
Barrow Street
Dublin 4

Actuaries

Mercer
Charlotte House
Charlemont Street
Dublin 2

Contents

Financial Highlights 2021

Turnover

€85.8m ▼ 1.0%

Operating Profit

€35.4m ▼ 19.8%

Profit after Tax

€26.0m ▼ 24.1%

EBITDA

€48.8m ▼ 9.7%

Capital Expenditure

€71.6m ▲ 21.1%

Total Equity

€535.8m ▲4.7%

Throughput (tonnes)

34.9m ▼5.2%

RoRo Units

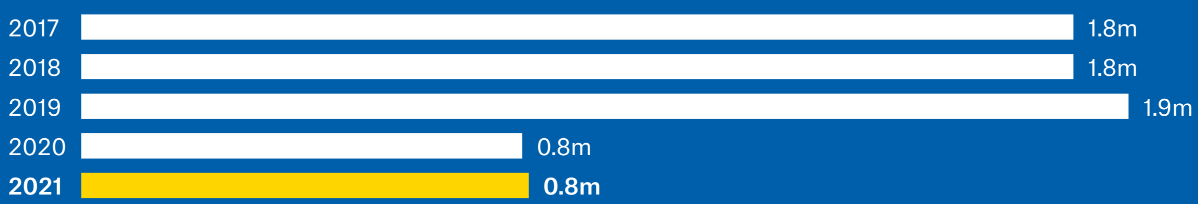
962,075 ▼9.3%

LoLo TEUs

842,838 ▲11.2%

Total Passengers (millions)

0.8m ▲1.5%



	2021 €'000	2020 €'000
Revenue	**85,769**	86,596
Revenue growth	**(1.0%)**	(6.6%)
EBITDA	**48,751**	53,966
EBITDA Margin (%)	**56.8%**	62.3%
EBIT	**35,417**	44,150
EBIT Margin (%)	**41.3%**	51.0%
Profit After Tax	**25,995**	34,251
PAT Margin (%)	**30.3%**	39.6%
Return on Capital Employed (ROCE) (%)	**5.5%**	7.4%
Net Interest Charges	**5,991**	5,074
Interest cover		
- EBITDA basis (times)	**8.1**	10.6
- EBIT basis (times)	**5.9**	8.7
Net Debt	**(164,199)**	(133,293)
Net Debt as a percentage of total equity (%)	**(30.6%)**	(26.0%)
Net Debt as a percentage of fixed assets (%)	**(24.5%)**	(21.7%)
Net Debt/EBITDA	**3.37**	2.47
EBIT	**35,417**	**44,150**
Depreciation	**13,874**	11,085
Amortisation	**(490)**	(564)
Other Income	**-**	(665)
Exceptional Items	**(50)**	(40)
EBITDA	**48,751**	**53,966**

Key Financial Performance Indicators

EBIT
Earnings before finance costs and tax

EBITDA
Earnings before finance costs, tax, depreciation, amortisation, exceptional items and non-exceptional redundancy costs

Interest cover
The ratio of EBITDA or EBIT to net interest charges

ROCE
The ratio of operating profit to average capital employed

EBITDA (€'000)
€48,751

EBIT (€'000)
€35,417

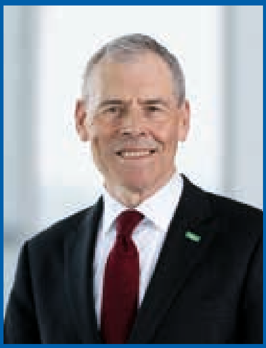
Profit After Tax (€'000)
€25,995

Net Debt (€m)
€164.2

Return on Capital Employed (ROCE)
5.5%

Net Debt/EBITDA (times)
3.37

Directors



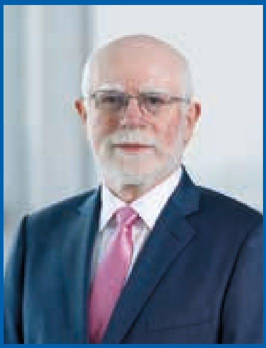
Jerry Grant
Chairperson

Eamonn O'Reilly
Chief Executive

Denise Cronin
Director

Geoffrey Darling
Director

Dr Berna Grist
Director



Michael Hand
Director

Keith Nolan
Director

Michael Sheary
Company Secretary &
Chief Financial Officer

Jerry Grant

Chairperson

Jerry Grant was appointed Chairman of Dublin Port Company on 10th December 2020 for a period of 5 years. Jerry is an experienced Non-Executive Director & Strategic Business Advisor, specialising in the Infrastructure and Utilities sectors. He is currently a Director of Sport Ireland, an External Member of the Governing Body of TU Dublin, an External Member of the Audit & Risk Committee at OPW and a Non-Executive Director of Murphy Surveys Ltd. He has set up and chairs Water-Share Ireland, a partnership between GOAL and the Irish Water sector, which is helping to deliver water & sanitation projects in a number of developing countries.

Jerry played a leading role in the establishment of Irish Water as the national water utility, was its first Head of Asset Management from April 2013 to February 2016 and thereafter was Managing Director up to September 2018. Prior to Irish Water, Jerry was Managing Director of RPS in Ireland from 2002 for 10 years, leading a successful infrastructure and environmental consultancy and prior to that was Director of MCOS from the early 1990's, where he led a market leading water sector consultancy business.

Jerry holds a First Class Honours Degree in Civil Engineering and a Diploma in Contract Law & Arbitration from UCD, is a Fellow of Engineers Ireland, Fellow of the Irish Academy of Engineering, is a Member of the Institute of Arbitrators and Member of the Institute of Directors. He was the recipient of the President's Award from the Association of Consulting Engineers of Ireland in 2017 for Services to Engineering in Ireland, received the 2018 Irish Environment Award from the Chartered Institute of Water & Environmental Management (ROI Branch), Outstanding Achievement Award from Institute of Civil Engineers (ROI Branch) and the Civil Engineering Contractor's Association Award for services to the industry.

Eamonn O'Reilly

Chief Executive

Eamonn O'Reilly was appointed Chief Executive of Dublin Port Company in August 2010 having previously held the position of Chief Executive at Portroe Stevedores, the Dublin Port based cargo handling business, since 2005. Eamonn also held the role of group development manager of Portroe's parent company, Doyle Shipping Group, during that time.

Prior to joining the Doyle Shipping Group, Eamonn was Project Manager for Securicor Ireland and has also worked as a management consultant with KPMG. He served as Chief Executive of Marine Terminals Limited between 1992 and 1996.

Eamonn started his career as an engineer with Irish Cement Limited before working overseas in Egypt, Saudi Arabia and the Congo.

Eamonn is a chartered engineer having graduated from University College Dublin and holds an MBA from Trinity College Dublin. Eamonn is a member of Engineers Ireland, was Chairman of the European Sea Ports Organisation (ESPO) for four years up to November 2020 and is a member of the General Stevedoring Council.

Denise Cronin

Director *(appointed 25th January 2022)*

Denise Cronin was appointed to the Board of Dublin Port Company in January 2022 for a period of five years. She currently works as a Director of Finance and Operations in the not-for-profit sector. She has held various finance roles in a number of Irish and US companies across a range of industries. Denise has served as a Non-Executive Director and Chair of the Risk and Audit Committee in the Semi State Sector for 10 years. She is a Fellow of Chartered Accountants Ireland, holds a BComm (Hons) from University College Cork, a MSc in Public Policy from Dublin City University and a Diploma in Risk, Internal Audit and Compliance from Chartered Accountants Ireland.

Geoffrey Darling

Director

Geoff was appointed to the Board by the Minister for Transport, Tourism and Sport in July 2014. A shipping consultant and investor in ships, Geoff has more than 40 years experience within the shipping industry, both at sea and ashore.

Geoff is an advisor to and founding member of a privately held investment group in the shipping industry. The company commercially manage, co-invest in, buy or build ships in various shipping market segments.

As a consultant he advises various clients on commercial and operational aspects within the shipping industry.

Geoff was a founding shareholder/director of an independent ship commercial management company. The company developed into one of the foremost Specialised Reefer Operators. The company was sold in 2005.

His experience covers various shore based management roles within the shipping industry. He is a qualified and experienced Class 1 Master Mariner whose sea experience encompasses 15 years trading worldwide in seagoing ranks including Captain.

Dr Berna Grist

Director *(appointed 25th January 2022)*

Dr. Berna Grist B.L., a barrister and chartered town planner, is Adjunct Professor in the School of Architecture, Planning and Environmental Policy at University College Dublin. She holds a PhD from the University of Ulster on The Legislative and Regulatory Framework for Development in the Republic of Ireland and has published widely in the fields of planning and environmental law, public policy and governance.

Berna has practiced as a barrister since 1991, specialising in consultancy and advisory work on planning and environmental law. Together with the late James Macken SC, she co-edited the Irish Planning Law Factbook (2003), which she continues to update annually, and in 2013 she published the second edition of An Introduction to Irish Planning Law.

Berna was appointed to the Board of the Dublin Port Company in January 2022 for a term of five years. During the period 2001-2006, she served as a member of An Bord Pleanála and, in 2013, she was appointed to the Expert Group advising the Minister for Housing and Planning on a successor to the National Spatial Strategy 2002-2020. She has served on a number of State Boards and is currently a director of the Marine Institute.

Michael Hand

Director

Michael Hand was appointed to the Board of Dublin Port Company in February 2018 for a period of three years and was re-appointed in February 2021 for a further five years. Michael has extensive experience over 40 years as a senior leader in the Consulting Engineering and Construction sectors in Ireland. He has acted as Director and Managing Director of private, public and state companies, including 6 years as CEO and Director of Grangegorman Development Agency. He has a track record in the design and delivery of major strategic infrastructure projects throughout Ireland and is a Non-Executive Director of EirGrid, JB Barry Consulting Engineers and Irish Archaeological Consultancy. He has also worked with distinction as a volunteer and Director in the voluntary community sector.

Michael is highly qualified in Engineering and Business. He holds a Degree in Civil Engineering from NUIG and a Master's in Business Administration from UCD. In 2014, he was conferred with an Honorary Doctorate by TU Dublin (DIT) in recognition of his contribution as an engineer, a public servant and as a servant to his community. He is a Fellow of four professional institutions and is a Chartered Engineer, a Chartered Director and a Chartered Water & Environment Manager.

Keith Nolan

Director

Keith was appointed to the Board of Dublin Port Company in September 2017. Keith joined the Company in 1997 serving in the role of IT programmer. Keith has since progressed to his current role of ICT Operations Manager taking up more responsibilities and enhancing his skills along the way.

Keith has extensive experience with ICT and his 24 years' in the Company has exposed him to every section of the organisation and to all of Dublin Port Company's Operations.

Keith is a long standing member of SIPTU and has been actively involved in a central role on the SIPTU section committee for nearly 20 years.

Michael Sheary

Company Secretary &
Chief Financial Officer

Michael Sheary joined the Company in 1982 and served in a number of senior roles including Assistant Financial Controller until his appointment as Company Secretary and Chief Financial Officer in 2001. Since then Michael has overseen the financial, legal and administrative functions of the Company.

Michael qualified as a Chartered Certified Accountant in 1988 and was admitted as a Fellow of the Association of Chartered Certified Accountants in 1996. Michael is a Director of Ringsend Bridge DAC having previously represented Dublin Port Company as a Director of East Link Limited. Michael also acts as a Trustee of Dublin Port Company's Defined Benefit pension scheme.

Chairperson's Statement

Trade and Financial Review

As expected 2021 proved to be a very challenging year for Dublin Port Company with the twin issues of Covid-19 and Brexit featuring heavily for the second year in a row.

At the end of Quarter 1 throughput volumes were over 15% lower than the corresponding period in 2020, impacted by Covid-19 lockdown measures and the significant stockpiling that had taken place at the end of 2020 in the run up to Brexit. Over the course of the rest of the year trade patterns began to normalise and trade was down by just 5.2% as at year end.

While the unitised trade saw a decline of 6.6%, the non-unitised trade increased by 2.1% over the previous year, driven by an increase in petroleum imports, as the economy opened up.

The impact of Brexit is evidenced by the significant changes we have seen in trade flows through the port. In the first instance we have seen a shift within the unitised modes with overall RoRo trade down by 11.8% in tonnage terms to 21.1m tonnes while LoLo trade increased by 11.0% to 7.9m tonnes.

In addition there has been a shift from traditional GB trade routes to direct Continental services. In 2021 the GB share of unitised trade fell from 64% pre-Brexit to 52% post-Brexit, while the EU share of unitised trade increased from 36% to 48%.

Looked at in terms of the overall number of units handled through the port , total unit volumes of RoRo and LoLo combined fell by only 3.8% from 1,484,894 units to 1,428,812 units, a reduction of just 56,082 units.

Over the course of 2019 and 2020 Dublin Port Company allocated 14.6 hectares of port land to State agencies in order to meet their requirements for Brexit related facilities.

Thankfully, the State Services of Revenue and Department of Health have been successful in implementation of the new post Brexit working arrangements and the lands which the Company has allocated for their requirements are significantly under-utilised with only 3.3% of trailers shipped requiring physical inspection of cargo.

The unavailability of these lands for the transit storage of cargo will have a significant impact on the port's capacity in the future and we will continue to engage with the OPW and the relevant state agencies throughout 2022 with a view to returning a portion of the lands in question to the port in order to support future growth.

The robust performance in throughput terms was matched by a strong financial performance. While throughput volumes were 5.2% lower, total revenue was just 1.0% lower at €85.8m.

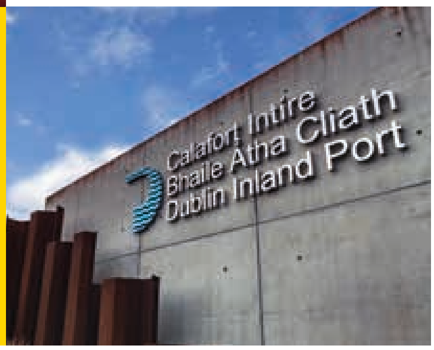
Operating Profit was €8.7m (19.8%) lower at €35.4m largely as a result of a €2.9m increase in the depreciation charge (reflecting the significant on-going investment in port infrastructure) and an increase of €3.7m in city rates (as a result of the Covid-19 waiver applied in 2020 and not repeated in 2021).

Profit for the year amounted to €26.0m, a reduction of €8.3m (24.1%) on the previous year.

A comprehensive overview of the Trading and Financial performance is set out in the Chief Executive's Review and the Directors Report.

Dublin Inland Port

In January 2022, after €48m investment to date, Dublin Port Company opened the initial phase of Dublin Inland Port when Dublin Ferryport Terminals commenced operation of a 5 ha state of the art empty container depot.



Masterplan 2040 – *Reviewed 2018*

Dublin Port Company is required under the Harbours Acts and National Port Policy to provide the port infrastructure needed to facilitate Ireland's international trade. In this regard Dublin Port's position as the main gateway for international trade has been undiminished by the impacts of Covid-19 and Brexit and the Board remains focussed on ensuring the timely delivery of port capacity to meet the economic needs of the country over the long term.

The Company's capital investment programme is underpinned by Masterplan 2040 – *Reviewed 2018* which presents a vision for the future development of the Port consistent with our throughput volume projections and critically examines how the existing land use at Dublin Port can be optimised.

The Masterplan has been prepared by DPC in order to:

- Plan for future sustainable growth and changes in facilitating seaborne trade in goods and passenger movements to and from Ireland and the Dublin region in particular.
- Provide an overall context for future investment decisions.
- Reflect and provide for current national and regional policies, local guidelines and initiatives.
- Ensure there is harmony and synergy between the plans for the Port and those for the Dublin Docklands Area, Dublin City and neighbouring counties within the Greater Dublin Area.
- Give certainty to customers about how the Port will develop in the future to meet their requirements.

The Masterplan, which was prepared following extensive engagement with stakeholders, also outlines how DPC will work to better integrate the Port with the City and people of Dublin.

Strategic Infrastructure Development Projects envisaged under the Masterplan

In order to deliver the full vision of the Masterplan it is envisaged that we will need to implement three large scale Strategic Infrastructure Development Projects (SIDs) and our focus to date has been on the first two of the projects required – the Alexandra Basin Redevelopment Project and the MP2 Project.

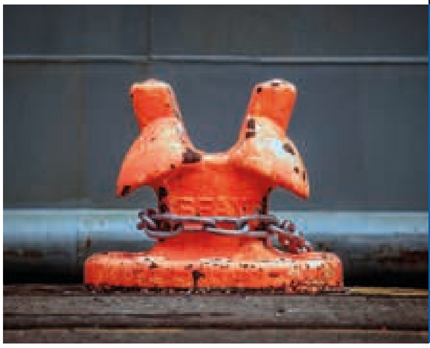
Alexandra Basin Redevelopment Project

The developments include the deepening and extension of existing quay walls, the provision of a new 250 metres long RoRo jetty together with two new RoRo berths within the inner basin, infill of the basin at berths 52/53, the construction of a new river berth and dredging of the navigational channel to a depth of 10m below chart datum.

MP2 Project

In July 2020, An Bord Pleanála granted a 15 year planning permission for the MP2 Project, the second of the three SIDs required to deliver Masterplan 2040.

This permission will allow the construction of two berths with an overall length of 545 metres for LoLo container ships and two berths with a combined length of 572 metres for RoRo ferries. The project will include the redevelopment of one of the existing oil jetties to provide an additional berth for container ships as and when the demand for fossil fuels permanently reduces in response to national climate change policies.



Between the ABR Project, which is under construction, and the MP2 Project, with construction commencing in 2022, Dublin Port Company has now secured all of the planning permissions required for the major development works planned on the northern side of the port under Masterplan 2040 and our focus now has shifted to plan for implementation of the third SID envisaged under the Masterplan – the 3FM project.

3FM Project

In November 2021 the Company launched the 3FM Project, the third and final Masterplan project needed to complete the development of Dublin Port and bring it to its ultimate and final capacity by 2040.

The 3FM Project will deliver 20% of the capacity required by 2040 by way of a new LoLo terminal capable of handling 360,000 containers per annum and a new RoRo terminal capable of handling 288,000 freight trailers per annum. The Project will be delivered on approximately one-fifth of Dublin Port's lands located on the Poolbeg Peninsula at an estimated cost of €400m.

The Project is at the pre-planning stage and it is envisaged that the Company will lodge a planning application with An Bord Pleanála in early 2023. The Company is now preparing the detailed project design and environmental impact reports required for large infrastructure projects and continues to engage with all stakeholders on all aspects of the project.

The project has six elements:

- A new private road called the Southern Port Access Route (SPAR) to link the north and south port areas, taking HGV's off the public road via a new bridge across the River Liffey immediately east of the Tom Clarke Bridge, giving pedestrians, cyclists and public transport users a less congested route for active travel across the city.
- The construction of a new container terminal in front of the ESB's Poolbeg Power Station with an annual throughput capacity of 360,000 containers (approximately 612,000 twenty foot equivalent units).
- The redevelopment of the existing container terminal to create a new RoRo freight terminal with an annual throughput capacity of 288,000 freight trailers.
- Creation of a 325 metre diameter ship turning circle in front of Pigeon House Harbour.
- Development of 6.1 hectares (15.1 acres) of new public parks in three locations on the Poolbeg Peninsula to provide community gain
- Provision of a 1 hectare site to accommodate utilities needed, firstly for the City's district heating scheme powered by the Covanta waste to energy plant and, secondly, to accommodate a range of utilities for the Pembroke at Dublin Four development.

Dublin Port Post 2040 Dialogue

In my Review last year I reported extensively on the Dublin Port Post 2040 Dialogue initiative which the Company launched in 2020. The debate in relation to this matter is of critical importance in terms of ensuring that essential port capacity is available along the east coast after Dublin Port reaches full capacity and for this reason I believe it is important to repeat the key points again in this Report.

We know from experience that twenty years is a relatively short period of time in the context of delivering large scale infrastructure projects and it is vital, therefore, that we continue to plan now, so that long-term development of essential port infrastructure can continue to take place in a timely, sustainable fashion.

Over the course of seven papers, the Company has sought to explain and contextualise the challenges ahead in planning the long-term delivery of port capacity to meet future demand on the east coast of Ireland by 2040, or sooner.

"We know from experience that twenty years is a relatively short period of time in the context of delivering large scale infrastructure projects and it is vital, therefore, that we continue to plan now, so that long-term development of essential port infrastructure can continue to take place in a timely, sustainable fashion".

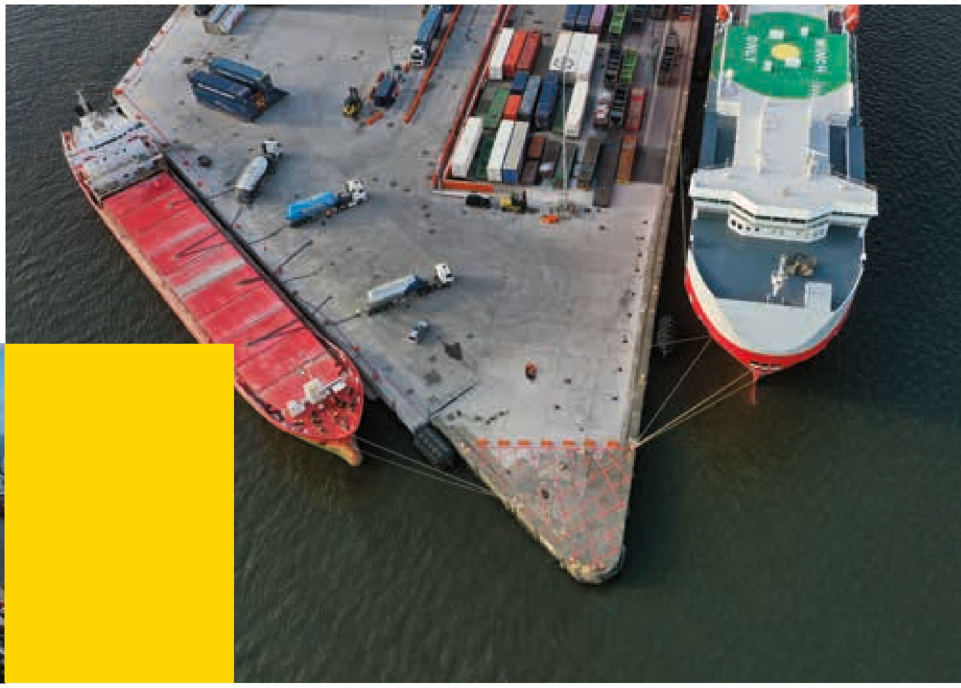
Jerry Grant, Chairperson

In analysing the issues covered by the papers, the Company has reached six key conclusions:

1. Dublin Port Company must complete all of the projects outlined in Masterplan 2040 to deliver infrastructure with an annual throughput capacity of 77 million gross tonnes by 2040.
2. Critically, this will require planning permission to be secured for the third and final Masterplan Project, known as the 3FM Project.
3. The achievement of a throughput of 77 million gross tonnes per annum by 2040 will require not only the completion of all of the infrastructure projects in Masterplan 2040; it will also require that the efficiency of port operations greatly increases so that port infrastructure is utilised to its maximum. This will require the elimination of systemic inefficiencies in existing supply chain operations.
4. Over the next 20 years, additional capacity at other existing east coast ports will be required so that, as Dublin Port approaches its ultimate capacity, volumes which Dublin cannot handle can be accommodated elsewhere.
5. During these 20 years, Dublin Port Company will need to work on the DP1.5 project so that it can be brought through the planning process and construction started by about 2033 should that become necessary.
6. The projects to provide additional capacity in other ports and the project to construct DP1.5 can only be realised with State support – none of the projects and none of the port companies (including Dublin Port Company) are capable of raising the project finance that would be required.

Berth 35

This project involved constructing 133m of new quay wall at the southern end of Ocean Pier, directly on the Liffey Channel. It provides easily accessible berthage for smaller car carriers and bulk vessels.



Underpinning the views expressed in the papers is more than a decade's worth of knowledge, expertise, scientific and environmental data acquired within the Company through the delivery of major infrastructure projects in Dublin Port.

However, we recognise that alternative viewpoints exist including a long-held view that Dublin Port should be moved from its current location.

The purpose, therefore, of publishing the Dublin Port Post 2040 Dialogue papers is to initiate and facilitate informed discussion and substantive engagement on key questions that require answers at this pivotal moment, namely:

- What level of port capacity will have to be provided to meet future demand on the east coast of Ireland over the next 20 years?
- Where will this additional capacity be provided?
- How will the projects needed to deliver this additional capacity be financed and delivered?

Open to anyone with an interest in the long-term planning and development of both the Port and the City, we have invited those who wish to challenge the Company's thinking and development path to date to respond and share their thoughts so that informed decisions can be taken on the future development of port infrastructure both in Dublin Port and elsewhere on the east coast compatible with relevant plans and strategies within the national planning hierarchy.

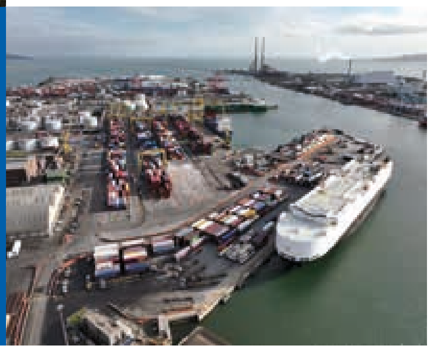
Conclusion

I would like to thank the management team and all the staff of Dublin Port Company for their continued commitment over the course of what has been another challenging year. The manner in which everybody continued to work through the challenges of Covid-19 and Brexit while remaining focussed on the long term objectives and strategy set by the Board has been exceptional.

It has been an equally challenging period over the last two years for all our customers and stakeholders and I would like to thank them for their continued support.

I wish to thank the Minister and the dedicated staff at the Department of Transport for their active engagement with us over the course of 2021.

I wish to thank my colleagues on the Board for their work over the past year and welcome our two new board members, Ms. Denise Cronin and Dr. Berna Grist, who were appointed to the Board by the Minister in January 2022.



Finally, I would like to thank the Chief Executive, Eamonn O'Reilly, for his outstanding service to Dublin Port Company.

It was with great regret that in February 2022 we announced that Eamonn is departing the Company after he informed the Board of his decision to leave at the end of August 2022.

Eamonn has held the position of Chief Executive since 2010 and over the past twelve years the Company's business volumes have grown by one quarter and profits by more than one-third. Under Eamonn's leadership, the strategic direction of the Company has been transformed. Eamonn devised the concept of, and has been the driving force behind the 30-year Masterplan for Dublin Port which has provided a long-term blueprint for port development and, within that, the need for a transformation in the relationship between the Port and the City. The success in achieving this essential strategic objective has resulted in new and diverse cultural, heritage and community initiatives to strengthen this important link. He has overseen capital investment of €500 million in nationally critical port infrastructure and there is now a pipeline of projects and finance in place to allow development to continue to bring Dublin Port towards its ultimate capacity by 2040.

I and the Board are very sorry to see Eamonn depart. We are very grateful to him for his professionalism since taking on the role in 2010 and we wish him every success in the next phase of his career.

Jerry Grant, Chairperson
25th March 2022

"Under Eamonn's leadership, the strategic direction of the Company has been transformed. Eamonn devised the concept of, and has been the driving force behind the 30-year Masterplan for Dublin Port which has provided a long-term blueprint for port development and, within that, the need for a transformation in the relationship between the Port and the City".

Jerry Grant, Chairperson

Chief Executive's Review

Trade in 2021

Volumes in 2021 were down by 5.2% compared to 2020 with a larger decline in exports (9.4%) than in imports (2.3%).

More than four-fifths of Dublin Port's volumes are in the unitised modes and the overall number of containers and trailers were down 3.8% in the year. However, there was a very marked difference between the unitised modes with RoRo volumes down by 9.3% but LoLo volumes up by 10.2%.

The very different trends between the RoRo and LoLo modes and the changes in trading patterns caused by Brexit transformed the make-up of Dublin Port's unitised business during 2021:

- The overall decline in the number of containers and trailers was small at just 56,000 units (3.8%)
- This comprised a substantial decline of 99,000 in the number of RoRo units partly offset by an increase in LoLo units of 43,000
- The decline in RoRo volumes was primarily in accompanied RoRo units (90,000 of the 99,000).
- The net reduction in unitised volumes of 56,000 units resulted from very different outcomes geographically:
  - Holyhead volumes down by 167,000
  - Volumes on the longer-sea GB routes to Liverpool and Heysham down by 32,000
  - Volumes on RoRo and LoLo services direct to Continental Europe - in the range of ports from Rotterdam to Cherbourg - up by 164,000
  - Other unitised volumes down by 21,000
- The increase of 164,000 in unitised volumes to Continental Europe included an 88,000 increase in RoRo units to 259,000.

The net effect of these trends on the distribution of Dublin Port's unitised volumes is that GB routes only accounted for 52% of the 1.4 million unit loads in 2021 compared to 64% of all of the 1.5 million unit loads in 2020.

Elsewhere in the unitised modes, trade vehicle imports grew by 10.9% to 82,000.

Dublin Port remains a large energy port and the four million tonnes of petroleum products imported during 2021 represented about one-third of the country's total final energy consumption in the year.

The year was very difficult for the port's passenger business because of Covid-19 and although ferry passenger and tourist vehicle numbers were ahead compared to 2020, numbers were very far behind their pre-pandemic levels. In 2019, there were 1.9 million ferry passengers.

There were no cruise ship calls to Dublin Port during 2021.

"More than four-fifths of Dublin Port's volumes are in the unitised modes and the overall number of containers and trailers were down 3.8% in the year. However, there was a very marked difference between the unitised modes with RoRo volumes down by 9.3% but LoLo volumes up by 10.2%".

Eamonn O'Reilly, Chief Executive

T4 Roadbridge Project

This new bridge, completed in 2021, crosses Alexandra Road and allows the creation of an integrated T4 freight yard of c. 14 hectares and a tonnage capacity of 7m Tonnes p.a.

Imports/Exports

'000 gross tonnes	2021	2020	% change
Imports	21,217	21,714	(2.3%)
Exports	13,723	15,150	(9.4%)
Total	**34,940**	**36,864**	**(5.2%)**

Unitised Volumes

	2021	2020	% change
RoRo units	962,075	1,060,979	(9.3%)
LoLo units	466,737	423,715	10.2%
Total units	**1,428,812**	**1,484,894**	**(3.8%)**
LoLo TEU	842,838	758,013	11.2%
Trade vehicles	82,457	74,373	10.9%

Non-unitised Volumes

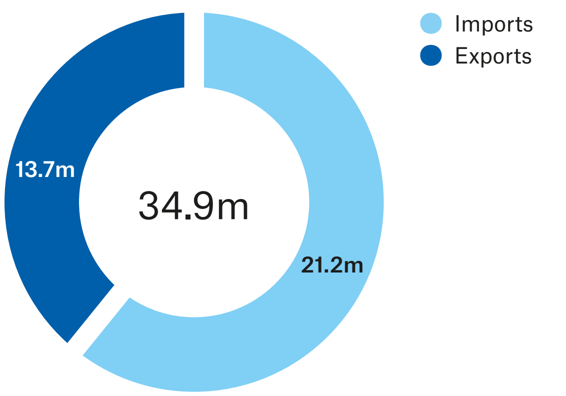
	2021	2020	% change
Bulk Liquid tonnes	3,938	3,871	1.7%
Bulk Solid tonnes	1,973	1,957	0.9%
Break Bulk	69	33	112.6%
Total non-unitised	**5,980**	**5,861**	**2.1%**

Passenger Volumes on Ferries

	2021	2020	% change
Ferry passengers	845,326	832,816	1.5%
Tourist vehicles	251,938	214,700	17.3%

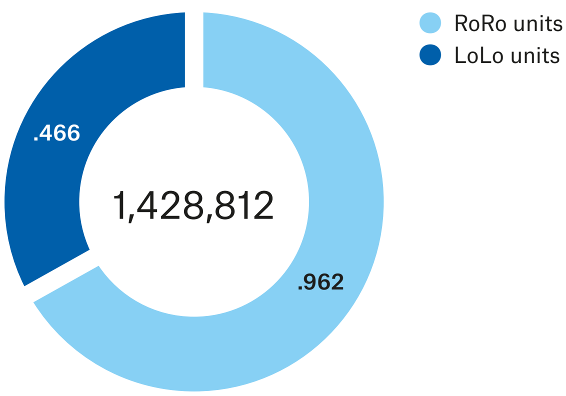
Imports/Exports 2021

In millions gross tonnes



Unitised Volumes 2021

Total Units



Internal Road Network

A port wide project to upgrade the road network so as to deliver the capacity for traffic volumes projected in Masterplan 2040. The project will complete in 2022.

Financial Performance in 2021

Notwithstanding the twin challenges of Brexit and Covid-19, turnover in 2021 for the year decreased by only €0.8m (1.0%) to €85.8m from €86.6m in 2020. This reduction was driven by two factors - lower cargo dues as a result of the 5.2% fall in throughput and a reduction in revenues from towage.

Total operating costs in 2021 increased by €7.2m (16.8%) to €50.4m from €43.1m the previous year:

- Depreciation costs (net of grant amortisation) were €2.9m higher in 2021 at €13.4m. This reflects the higher fixed asset base resulting from the Company's large capital investment programme.
- Pension costs were €0.6m higher at €2.7m
- Reorganisation costs amounting to €1.1m in 2020 were not repeated in 2021.
- Day-to-day operating costs were €4.9m higher at €34.3m compared to €29.4m in 2020. The main driver for this was a higher charge for commercial rates of €3.7m (as a result of Dublin City Council's part waiver in response to the Covid-19 pandemic in 2020). In addition, payroll costs were €0.6m higher in the year.

Other operating income of €0.7m in 2020 related to an increase in the valuation of the Company's investment property "P5" located in the Eastpoint Business Park. There was no corresponding increase in valuation in 2021.

Taking the above together, the Company had operating profits in 2021 of €35.4m, 19.8% lower than in 2020.

The taxation charge for the year was €4.0m compared to €5.4m in 2020.

Profit for the Financial Year 2021 was €26.0m compared to €34.2m in 2020 representing a reduction of €8.3m (24.1%).

Given the Company's focus on delivering a large debt-financed capital programme, maintaining the level of cash profits as measured by EBITDA (Earnings Before Interest, Tax, Depreciation and Amortisation) is important.

During 2021, EBITDA was strong at €48.8m and the reduction of €5.2m on 2020 was accounted, for the most part, by the council rates waiver of €3.7m in 2020.

Return on Capital Employed (ROCE) for 2021 was 5.5% compared to 7.4% in 2020 reflecting the significant investment in fixed assets during the year. The value of the Company's fixed assets at the end of 2021 was €670.8m compared to €613.1m at the end of 2020. The movement for the year came from additions of €71.6m offset by depreciation of €13.9m.

The net debt position at year end was €164.2m, up €30.9m on 2020.

EIB loan repayments during the year amounted to €5.2m, reducing total borrowings to €288.2m. Cash balances decreased by €36.2m resulting in the increase of €30.9m in the Company's net debt position.

Financial Performance 2021

€'000	2021	2020	% change
Turnover	85,769	86,596	(1.0%)
Operating Profit	35,417	44,150	(19.8%)
PBT	29,959	39,689	(24.5%)
PAT	25,995	34,251	(24.1%)

EBITDA

€'000	2021	2020
Operating Profit	35,417	44,150
Depreciation	13,874	11,085
Amortisation	(490)	(564)
Other income	-	(665)
Exceptional Items profit on disposal of assets	(50)	(40)
EBITDA	**48,751**	**53,966**

Net Debt

€m	2021	2020
Borrowings	288.2	293.4
Cash	124.0	160.1
Net Debt	**164.2**	**133.3**

Outlook for 2022

The last two years – 2020 and 2021 – have been challenging because of the combined effects of Covid-19 and Brexit.

Notwithstanding these challenges, the Company has remained focused on the long-term objectives of Masterplan 2040 and capital investment in nationally critical infrastructure has continued at a high level – €59.1m in 2020 and €71.6m in 2021. This progress has been underpinned by strong cash profits with EBITDA of €48.8m in 2021.

For the coming year, we expect strong growth - in volumes and EBITDA - with continued capital investment in port infrastructure on both the ABR Project and the MP2 Project.

There has been an underlying trend for many decades of long-term growth in Dublin Port's volumes driven by population increase. We expect to see volumes begin to increase again in 2022 and to surpass the record level of 2019, possibly as early as 2023.

The impacts of Brexit are now established in terms of a fundamental shift in the geographical distribution of unitised volumes away from GB and towards fellow EU member states.

Border controls by State services are operating very efficiently to the extent that the Company is seeking the return of at least half of the 14.6 hectares of port lands given over to facilitate the border inspection operations of Customs and the Department of Agriculture. This is a critical challenge if we are to mitigate the already emerging capacity pinch points.

Artist impression

In the long-term, we need to see all of the border control infrastructure moved out of Dublin Port entirely in a similar manner to the ongoing removal from the port area of cargo-related but non-core activities such as empty container depot operations and haulier yards.

Having seen operations commence in the first site at Dublin Inland Port at the start of this year, we are optimistic that we will see further progress during 2022 at moving more of these port-related but non-core activities from Dublin Port as planned for as long ago as 2014 when we originally published the Dublin Port Franchise Policy.

If the infrastructure we are investing in is to provide the full capacity it is designed to deliver, we will have to see supply chain inefficiencies eliminated and we anticipate during 2022 to make further progress on driving down dwell times in the port's three container terminals. During 2022, we will further tighten dwell time regimes - where we control them - and we will seek to encourage and influence terminal operators to follow our examples in the leased terminals where we do not.

"There is a continual focus on long-term planning in the Company and we will work during 2022 to develop the 3FM Project with a target of lodging a planning application with An Bord Pleanála in 2023".

Eamonn O'Reilly, Chief Executive

The following year is also an important year in terms of port pricing with the first increases being applied in port infrastructure charges for unitised goods since the port was corporatised in 1997. These increases are part of a five year pricing strategy published in 2021.

The ultimate required doubling of port throughput per hectare is going to require digitalisation of port operations and we plan to commence a project during the year to begin to make progress towards this goal.

There is a continual focus on long-term planning in the Company and we will work during 2022 to develop the 3FM Project with a target of lodging a planning application with An Bord Pleanála in 2023.

The 3FM Project is the third and final Masterplan project required to bring Dublin Port to its ultimate capacity by 2040. It is designed to deliver a new container terminal with an annual throughput capacity of 360,000 units (612,000 TEU) and a RoRo freight terminal with a capacity of 288,000 units. The 3FM Project is intended to provide 20% of the overall unitised cargo capacity required by 2040 on the one-fifth of port lands on the Poolbeg Peninsula.

Responding to climate change is at the centre of our plans and we will continue during 2022 to develop adaptation projects to mitigate the effects of sea level rise and of more intense storm events over the next hundred years. These plans will require augmentation of Dublin Port's two sea walls – the Great South Wall and the North Bull Wall – as part of the co-ordinated challenge shared with Dublin City Council and OPW to protect Dublin City against the now inevitable impacts of climate change.


Artist impression

3FM Project

In November 2021 the Company launched the 3FM Project, the third and final Masterplan project needed to complete the development of Dublin Port and bring it to its ultimate and final capacity by 2040.

The decarbonisation of the Irish economy is essential for the country's response to climate change. We welcomed the ending of exports of horticultural peat from Dublin Port during 2021 and hope to see the ending of the importation of petroleum coke, if not during 2022, then very soon after that.

Imports of petroleum products remain at a worryingly high level but we will, during 2022, take back the first portion of one customer's oil terminal facilities in the port. This will be redeveloped to provide capacity for the transit storage of unitised cargoes.

Beyond this, we have planning permission from An Bord Pleanála in our MP2 Project to redevelop one of Dublin Port's two oil jetties to provide more terminal capacity for LoLo trade. We hope to be able to achieve this before the planning permission lapses in 2035. We will continue to monitor energy trends in the country during 2022 and are ready to begin detailed design of this element of the MP2 Project as soon as it appears feasible.

Of all of our objectives for 2022, the most important is to achieve a fundamental change in safety culture throughout Dublin Port. There has been an unacceptable number of fatal and serious accidents in unitised terminals in recent years notwithstanding all of the efforts made to provide safe working places. During 2021, we commenced a collaborative initiative with all seven unitised terminals to try to change the safety culture and to eliminate workplace accidents throughout Dublin Port. We will work determinedly and collaboratively with the terminals during 2022 to achieve this essential objective.

The "we" will include me only until the end of August when I will finish up in Dublin Port Company after twelve busy and enjoyable years. The thing I will miss most is working day to day with many dedicated friends and colleagues in the Company, in Dublin Port and throughout the port industry in Europe and beyond. The Company is in good hands and the plans, people and finance are all in place to realise the ambitious goals set to bring Dublin Port to its ultimate capacity by 2040, 333 years since the first port authority – the Ballast Office Committee of Dublin Corporation was established in 1707.

However much our focus during 2022 will remain on the long-term development of Dublin Port, the year will be dominated by the impacts of the tragedy that has descended on the people of Ukraine.

Eamonn O'Reilly, Chief Executive
25th March 2022

Directors' Report

The Directors present their Annual Report together with the audited financial statements of the Company for the financial year ended 31 December 2021.

Directors' Responsibility for Financial Statements

The Directors are responsible for preparing the Directors' report and the financial statements in accordance with the Companies Act 2014.

Irish company law requires the Directors to prepare financial statements for each financial year. Under the law, the Directors have elected to prepare the financial statements in accordance FRS 102 the *Financial Reporting Standard applicable in the UK and Republic of Ireland issued by the Financial Reporting Council* ("relevant financial reporting framework"). Under company law, the Directors must not approve the financial statements unless they are satisfied that they give a true and fair view of the assets, liabilities and financial position of the Company as at the financial year end date and of the profit or loss of the Company for the financial year and otherwise comply with the Companies Act 2014.

In preparing these financial statements, the Directors are required to:

- select suitable accounting policies for the Company financial statements and then apply them consistently;
- make judgements and estimates that are reasonable and prudent;
- state whether the financial statements have been prepared in accordance with the applicable accounting standards, identify those standards, and note the effect and the reasons for any material departures from those standards; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the Company will continue in business.

The Directors are responsible for ensuring that the Company keeps or causes to be kept adequate accounting records which correctly explain and record the transactions of the Company, enable at any time the assets, liabilities, financial position and profit or loss of the Company to be determined with reasonable accuracy, enable them to ensure that the financial statements and Directors' report comply with the Companies Act 2014 and enable the financial statements to be audited. They are also responsible for safeguarding the assets of the Company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

Legislation in Ireland governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions. The Directors are responsible for the maintenance and integrity of the corporate and financial information included on the Company's website.

Legal Status

Dublin Port Company is a Designated Activity Company limited by shares established under statute pursuant to the Harbours Act, 1996 and incorporated in Ireland. On 3 March 1997 the Company became the successor entity to Dublin Port & Docks Board, the former statutory entity with responsibility for the Port of Dublin. On that date Dublin Port Company took over the functions and acquired the assets and liabilities of the predecessor organisation at valuations agreed with the then Minister for Communications, Marine and Natural Resources. In consideration for the assets and liabilities, the Company issued share capital in the amount of €7.648m to the then Minister for Communications, Marine and Natural Resources.

With effect from 26 July 1997 the Company became the pilotage authority for Dublin Bay.

Responsibility for the Commercial Port Sector was transferred from the Minister for Communications, Marine and Natural Resources to the Minister for Transport with effect from 1 January 2006.

On 12 July 2011 the Minister for Transport transferred the assets and liabilities of Dundalk Port Company to Dublin Port Company under SI No. 361 of 2011.

Principal Activities

The business purpose of Dublin Port Company is to facilitate the movement of goods and passengers, and attendant information flows through the Port.

The Company provides the infrastructure, facilities, services and hard standing to meet the needs of customers for the efficient transfer of goods and passengers between land and sea transport modes.

Revenue in connection with the provision of these facilities is generated from vessel dues, goods dues, rent and key services provided, such as towage and pilotage.

Accounting Records

The measures taken by the Directors to secure compliance with the Company's obligation to keep adequate accounting records are the use of appropriate systems and procedures and employment of competent persons. The accounting records are kept at the Company's registered office, Port Centre, Alexandra Road, Dublin 1.

Business Review

Details of the profit for the year, together with comparative figures for 2020, are set out in the Profit and Loss Account and the related notes. The Key Financial Performance Indicators of the business are set out below and in the Chief Executive's Review.

Throughput was down on 2020 by 5.2% at 34.9 million tonnes (2020: 36.9 million tonnes). Exports fell by 9.4% in the year to 13.7 million tonnes (2020: 15.2 million tonnes) while imports fell by 2.3% to 21.2 million tonnes (2020: 21.7 million tonnes).

Turnover for the year amounted to €85.8m, a decrease of 1.0% on the previous year (2020: €86.6m).

Total Operating Costs at €50.4m in 2021 have increased by €7.2m (16.8%) on 2020 (2020: €43.1m). Payroll costs have increased by 5% to €13.6m (2020: €13.0m). Other non-pay costs have increased by €6.6m to €36.8m (2020: €30.2m) mainly due to higher depreciation charges of €2.9m and higher rates charges of €3.7m due to a rates waiver in 2020.

Operating Profit is 19.8% lower than 2020 at €35.4m resulting in an Operating Margin of 41% (2020: 51%).

Earnings before interest, tax, depreciation, and amortisation (EBITDA) was €48.8m (2020: €53.9m).

Net financing costs were €5.5m (2020: €4.5m).

Net Interest charges (excluding net interest on pension schemes) were €6.0m (2020: €5.1m) and the Company's interest cover is 6 times (2020: 9 times) based on Profit before Interest and Taxation over net interest charges. Net Debt increased from €133.3m in 2020 to Net Debt of €164.2m in 2021 and the Company is fully compliant with all covenants in respect of its borrowing facilities.

Profit for the financial year was €26.0m (2020: €34.2m).

The Profit and Loss Reserve increased from €496.5m at 31 December 2020 to €520.5m and Shareholders' Funds increased from €511.8m to €535.7m during the same period.

Throughput of 34.9 million tonnes was achieved in 2021, which was 4.1% behind the budgeted 36.7 million tonnes.

Principal Risks and Uncertainties

One of the principal uncertainties facing the Company is whether it will be able to deliver the port capacity required for the future.

In June 2018 the Company published **"Dublin Port Masterplan 2040 - *Reviewed 2018*"**, updating the original Masterplan which had been adopted in February 2012. The review included an extensive public consultation process and came to two important conclusions:

- Firstly, where the Masterplan had originally envisaged a return to an eastern expansion of Dublin Port into Dublin Bay, Dublin Port Company is no longer pursuing this as an option.
- Secondly, to meet anticipated capacity requirements Dublin Port needs to be developed on the basis of an average annual volume growth (AAGR) of 3.3% over the 30 years from 2010 to 2040 rather than the 2.5% originally assumed in 2012. As a result the capacity requirement for 2040 increases from 60 million gross tonnes to 77 million gross tonnes.

Masterplan 2040 sets out the planning framework for the three Strategic Infrastructure Development (SID) projects required to deliver the 2040 capacity objective:

- The first SID is the Alexandra Basin Redevelopment (ABR) Project and construction on this project continued during 2021.
- In July 2020, An Bord Pleanála granted a 15 year planning permission for the second of the three SIDs, the MP2 Project. We are currently awaiting confirmation of our foreshore application and it is expected that works envisaged under the MP2 Project will commence later this year.
- We have termed the third and final SID the 3FM Project. First stage stakeholder and local consultations have taken place and we have also commenced pre-application consultation with An Bord Pleanála. It is envisaged that the formal planning application will be lodged with An Board Pleanála in quarter one 2023.

There are three principal risks and uncertainties that could prevent the Company achieving the objective of Masterplan 2040 to provide the required annual throughput capacity of 77 million gross tonnes by 2040:

1. It might not be possible to secure planning permission for the 3FM Project.
2. It might not be possible to ensure that the operators of unitised terminals (both RoRo and LoLo) operate at the high level of land utilisation required.
3. There might not be sufficient port lands available following the loss of 14.6 hectares (6% of Dublin Port's total land area) to State agencies to facilitate the reintroduction of border controls on trade with GB as a result of Brexit creates.

A combination of some or all of these risks could cause Dublin Port to reach its maximum throughput capacity as early as 2030. Were this to happen, additional port capacity would be needed at other locations to prevent the emergence of a national port capacity deficit.

The Company also faces uncertainties on the trading side due to downturns in the economy. Covid 19 and Brexit are the latest factors to affect the Company's throughput and financial performance following the economic collapse in 2008.

Directors' Report (continued)

In the case of Brexit, there are significant changes evident in trading patterns in the immediate period following the end of the UK's transition period:

— Within the unitised trade there has been some movement of goods from RoRo to LoLo. Over the course of 2021 RoRo volumes declined by 11.8% in tonnage terms while LoLo volumes increased by 11% in tonnage terms.
— The GB share of unitised trade fell from 64% pre-Brexit to 52% post-Brexit while the EU share of unitised trade increased from 36% to 48%.
— There has been some dislocation of volume from Dublin Port to ports in Northern Ireland as a result of the differential in border controls.

Since year end, developments relating to the war in Ukraine have the potential to result in significant disruption to worldwide supply chains. As a consequence there is growing uncertainty around the possible impact on input costs at an operational level and the potential impact for costs related to our construction projects. The Company will actively monitor the impact of these inflationary pressures.

The Company has ensured that it retains flexibility within the delivery of the capital investment programme envisaged under Masterplan 2040 to advance or delay implementation of projects in response to wider economic developments.

The Company is also exposed to the impact of an economic slowdown on its non-core Port activities. This has been evidenced by the diminution in value of the Company's investment property located in the Eastpoint Business Park from €10.9m in 2001 to €4.2m at the end of 2012. The property was again valued by our property advisors at the end of 2021 resulting in no increase to the prior year valuation of €9.2m. The cumulative diminution in value now stands at €1.7m.

The Company is committed to successfully managing its exposure to risk and to minimising its impact on the achievement of business objectives. The Board has an established Audit and Risk Committee with specific terms of reference reflecting the Committee's role in supporting the Board in managing the Company's exposure to risk.

The Company has put in place a Risk Management Framework comprising of the following components:

— Processes for identifying, prioritising and categorising risks,
— On-going assessment and measurement of risks, and
— Monitoring and reporting of risks to the Audit and Risk Committee as a sub-committee of the Board.

This comprehensive Risk Management Framework has been developed across all aspects of the business and includes the following elements:

1. Enterprise Risk Management
2. Emergency Management Plan
3. ICT Risk Management
4. Common Oil Pipeline Risk Management
5. Capital Projects Risk Management
6. Annual Board Strategy Review

Following a review of the Risk Management Framework completed by the Board in February 2020, the following additional measures were implemented in order to strengthen the overall management of risk within the Company:

— At each Board meeting, the Chief Risk Officer (the Chief Executive) will present a Strategic Risk Report focussing on specific risks of a strategic nature.
— Each year at the annual Board strategy review (in June / July), the risks reported and discussed at Board meetings during the year will be consolidated into the agenda for the Board strategy review to ensure that short-term business plans take account of these strategic risks.
— Responses to the strategic risks will subsequently be incorporated into the Work Programme presented to Board in September prior to commencement of budget preparation for the year ahead.
— The Board will periodically commission an external review of the effectiveness of the company's overall approach to risk management as required in the Code of Practice. The first such review was carried out from December 2020 to February 2021 and the final report submitted to the Audit & Risk Committee confirmed that Dublin Port Company's approach to risk management is effective at identifying and assessing the key risks facing the Company.

Risk Appetite

The Company's risk appetite profile varies across different areas and activities of its business:

- The Board is willing to tolerate a moderate level of risk in pursuit of strategic objectives.
- Recognising that there is a trade-off between risk and reward, the Board achieves a balanced risk appetite by taking a prudent approach to ensuring the business is adequately financed, particularly as regards funding infrastructure projects. The Board is not prepared to take risks that would jeopardise key covenants in the Company's debt facility agreements.
- The Board prioritises the safety of passengers, visitors, staff and port workers and its risk appetite in the areas of safety and security is very low.
- The Company takes measures to identify and manage operational risks. There is a low risk appetite in relation to maintaining critical systems and protecting data.
- The Company seeks to ensure that compliance activities meet the requirements of relevant regulations and maintains a low risk appetite for compliance and regulatory issues.

In addition overall business performance risk is managed through the following measures:

- The preparation of an Annual Budget and Five Year Financial Plans,
- Monthly Reporting and Variance Analysis,
- Financial Controls,
- Key Performance Indicators, and
- Detailed Policies, Standards and Guidelines to support the control and mitigation of risks.

Financial Risk Management

The Company's operations expose it to a variety of financial risks that include interest rate risk, credit risk, and liquidity and cash flow risk. Policies to protect the Company from financial risks are kept under regular review. The Directors have not delegated the responsibility of monitoring financial risk management to a sub-committee of the Board. The Policies are set out by the Board of Directors and are implemented by the Company's Finance Department.

Liquidity and Cash Flow Risk

The Company maintains a mix of short, medium and long term debt finance to ensure sufficient funds are available for planned capital investment. The Company put in place a €50m borrowing facility with Ulster Bank in March 2017 to replace and extend the Company's debt. At the end of 2020 the Company had in place un-drawn committed facilities of €50 million on this facility.

In December 2015 the Company entered into a Finance Contract with the European Investment Bank in respect of a €100m project finance facility. This facility is for a 20 year term was fully drawn at year end 2019.

In December 2019 the Company issued €300m unsecured senior bonds to a range of institutional investors. At 31 December 2021 €200m of bonds had been purchased. During the course of 2021 it was agreed to defer the purchase of the remaining €100m of bonds, referred as forward purchase bonds, from September 2021 to September 2022. The Company retains the option to cancel the commitment to purchase some or all of the forward purchase bonds at no cost.

The Company's policy is to maximise investment return by placing surplus cash balances on low risk cash deposit on a short term basis. The Company has treasury mandates in place with a number of financial institutions for this purpose.

Credit Risk

The Company is exposed to credit risk in the course of trading and to manage this risk it carries out appropriate credit checks on potential customers and trades only with recognised creditworthy third parties.

Interest Rate Risk

In order to manage the Company's exposure to significant adverse interest rate movements, the Company has a policy of maintaining a minimum of 60 per cent of its debt at fixed interest rates. In order to achieve this objective, the Company has entered into a fixed interest rate agreement with the European Investment Bank on the €100m project finance facility. In 2019 the Company issued €300m unsecured senior bonds at a fixed coupon rate.

Events since the end of the financial year

There have been no events between the Balance Sheet date and the date on which the financial statements were approved by the Board.

Future Developments

The Company has a budgeted Capital Investment Programme of €83.3m for 2022. The planned Capital Investment Programme for 2022 includes €25.9m in respect of Masterplan 2040 projects, €16.5m in respect of Estates and €13.8m in respect of the Alexandra Basin Redevelopment project ("ABR").

Directors' Report (continued)

Results and Dividends

The Company's profit for the financial year amounted to €26.0m. The Directors' allocations and recommendations in respect of this amount were as follows:

	2021 €'000	2020 €'000
Interim Dividend of €0.00 (2020: €0.00) per ordinary share paid	-	-
Profit for the Financial Year	25,995	34,251
Increase in Profit Retained	**25,995**	**34,251**

The Directors do not propose to declare a final dividend.

Directors' and Secretary's Interests

The Directors and Secretary had no interest in the share capital of the Company at 31 December 2021 and 2020.

Prompt Payments Act

It is Company policy to pay suppliers in accordance with the terms of the European Communities (Late Payments in Commercial Transactions) Regulations, 2002 and the Prompt Payments of Accounts Act, 1997.

To this end, the Company's payment routines are designed to provide reasonable assurance against material non-compliance with the terms of the Regulations. The standard credit period is 30 days unless otherwise specified in contractual arrangements. Substantially all payments by number and value were made within the appropriate credit period as required. Consequently, the Directors are satisfied that the Company has complied with the requirements of the Act.

Directors

The names of the persons who were Directors at any time during the year ended 31 December 2021 are set out below.

J Grant
E O'Reilly
M Brophy
H Collins (term of office expired 15th January 2021)
G Darling
M Hand
K Nolan

Relations with Shareholders

The Chairperson, Chief Executive and management maintain an on-going dialogue with the Company's shareholders on trading performance, future plans and strategic issues. Certain specified matters require the approval of the Minister for Transport and/or the Minister for Finance and on-going communication with the relevant Minister is maintained through their respective departments. The Chairperson reports to the Minister for Transport as required under Section 28 of the Harbours Act, 1996 and as required under the Code of Practice for the Governance of State Bodies.

Corporate Governance

Dublin Port Company is committed to maintaining the highest standards of corporate governance and has adopted the principles of corporate governance and the Code of Practice for the Governance of State Bodies issued by the Department of Finance in May 2009. The Code of Practice was updated on 1 September 2016 and the provisions of the updated Code have been applied to the financial reporting period commencing 1 January 2017. The Company also complies with its obligations under the Ethics in Public Office Act, 1995 and the Standards in Public Office Act, 2001.

The majority of Directors are non-executive and are appointed by the Minister. The Board meets formally on a monthly basis and has a formal schedule of matters specifically reserved to it for decision. The Board is responsible for exercising all the powers of the Company, other than those reserved to Shareholders, and has collective responsibility for all the operations of the Company. The Board may delegate such of its powers as it sees fit, to either a Board Committee or the Chief Executive, subject to whatever restrictions or regulation it imposes with such delegation. Subject to ministerial consent in certain cases, the Board has formally approved the reservation of decisions in relation to certain functions in the areas of Governance, Finance, Procurement, Operations, and Appointments in Human Resources. The Board has access to the advice and services of the Company Secretary and can take independent professional advice as and when deemed necessary.

The Code of Practice for the Governance of State Bodies requires that an annual self-assessment exercise is undertaken by the Board to assess its effectiveness. A self-assessment review was completed by the Board in February 2022 based on the questionnaire contained in the Code of Practice. The Code of Practice requires that an external formal evaluation is undertaken at least on a three yearly basis. The most recent independent review was carried out during the summer of 2019 and reported to Board in September. The results of the 2019 formal evaluation confirmed that the Board is operating effectively and recommended a number of areas for consideration by the Board. The Board has agreed to initiate a further evaluation in 2022.

The Board established an Audit Committee in 1997 under formal terms of reference. This Committee was reconstituted in 2012 as the Audit and Risk Committee. The terms of reference set out the purpose, authority and membership of the Committee and its responsibilities in the areas of external financial reporting, external audit, corporate governance and internal audit.

At its meeting on 29th January 2021 the Board confirmed the appointment of Mr. John Kelly as Chairperson of the Audit and Risk Committee and Mr. Michael Brophy and Mr Jerry Grant as committee members.

The Audit and Risk Committee met five times during the year. The members of the Committee over the course of the year were Mr. John Kelly, Mr. Michael Brophy and Mr. Jerry Grant.

The Board also established a Remuneration Committee in 1999. The members of the committee during the year were Mr. Geoffrey Darling, Mr. Michael Hand and Mr. Jerry Grant. The Committee operates under formal terms of reference.

In March 2021 the Board established an Infrastructure Committee in order to assist the Board in determining the general policy and strategy in relation to the development of port Infrastructure. Mr. Michael Hand was appointed as Chairperson of the Committee. The members of the Committee over the course of the year were Mr. Jerry Grant, Mr. Michael Hand, Mr. Keith Nolan and Mr. Eamonn O'Reilly.

Attendance at Meetings

There were 10 General Board Meetings during the year ended 31 December 2021.

The attendance of Directors at meetings of the Board was as follows:

	Attended	Eligible to Attend
J Grant	10	10
E O'Reilly	10	10
M Brophy	10	10
G Darling	10	10
M Hand	9	10
K Nolan	10	10

Audit and Risk Committee

	Attended	Eligible to Attend
M Brophy	5	5
J Grant	5	5
J Kelly	5	5

Infrastructure Committee

	Attended	Eligible to Attend
J Grant	1	1
M Hand	1	1
K Nolan	1	1
E O'Reilly	1	1

Diversity and Inclusion

Dublin Port Company is committed to placing equality, dignity, diversity and non-discrimination at the heart of the Company. As part of its ongoing commitment to Diversity and Inclusion, Dublin Port Company continues to review and develop policies and strategies to reflect that resolve and is currently conducting a review of all family friendly policies. All Management and staff training, and awareness raising, has diversity and inclusion as a core element. Our overall aim is that the deep roots that Dublin Port Company has in its neighbourhood will be reflected in the diversity of the DPC community at work.

Directors' Expenses

Expenses in the amount of €2,109 (2020: €1,229 have been paid to Board members during the year in respect of travel expenses.

Internal Controls

The Board has overall responsibility for the Company's systems of internal control. These systems which are maintained by the Company can only provide reasonable but not absolute assurance that transactions are executed in accordance with management's authorisation that assets are safeguarded, that fraud is prevented and that proper financial records are maintained. The Board confirms that it has reviewed the effectiveness of the system of internal control.

To ensure the effective application of the Company's internal controls, the services of qualified personnel have been secured and duties properly allocated among them.

The systems of internal control include the following:

- The process of identifying business risks and the evaluation of their financial implications is carried out through regular reviews of the Company's Strategic Plan. The Company's Risk Management Framework process has been outlined above under the heading of "Principal Risks and Uncertainties". The latest Strategic Plan for the period 2022 to 2026 was submitted to the Department in December 2021;
- An annual budget approved by the Board and monthly consideration of actual results compared with budget forecasts;
- An Audit and Risk Committee which has been established to review and discuss, with the internal and external auditors, the Company's internal accounting controls, Internal Audit function, choice of accounting policies, internal and external audit plans, statutory auditors' report, financial reporting and other related matters;
- An Internal Audit function which reviews key business processes and controls;
- Formal codes of conduct for Directors and employees; and
- Procurement policies and procedures. These ensure, firstly, that procurement activities are carried out so as to provide value for money in terms of overall lifecycle costs and, secondly, that all relevant State Guidelines and EU Directives applicable to Public Utilities are complied with. The appropriate requirements of the Department of Public Expenditure and Reform Public Spending Code are being complied with.

Directors' Report (continued)

The Board, through the Audit and Risk Committee, has reviewed the effectiveness of the system of internal control up to the date of approval of the financial statements.

A review of the effectiveness of the system of internal financial control was undertaken by the Internal Auditor and no significant control weaknesses which pose a significant risk of financial loss or operational disruption, that require immediate attention at Board level, were revealed.

Compliance statement

The Directors of the Company acknowledge that they are responsible for securing the Company's compliance with its relevant obligations (as defined in the Companies Act 2014 (the "2014 Act")) and, as required by section 225 of the 2014 Act, the Directors confirm that:

(i) a compliance policy statement setting out the Company's policies with regard to complying with the relevant obligations under the 2014 Act has been prepared;

(ii) arrangements and structures have been put in place that they consider sufficient to secure material compliance with the Company's relevant obligations; and

(iii) a review of the arrangements and structures has been conducted during the financial year to which this Directors' report relates.

Political Donations

The Board made no political donations during the year.

Disclosure of Information to Auditors

The Directors in office at the date of this report have each confirmed that:

- As far as he/she is aware, there is no relevant audit information of which the Company's statutory auditor is unaware; and
- He/she has taken all the steps that he/she ought to have taken as a Director in order to make himself/herself aware of any relevant audit information and to establish that the Company's statutory auditors are aware of that information.

Statutory Auditors

The auditor, Deloitte Ireland LLP, Chartered Accountants and Statutory Audit firm, continue in office in accordance with section 383(2) of the Companies Act, 2014.

On behalf of the Board

Jerry Grant Chairperson
Eamonn O'Reilly Chief Executive

25th March 2022

Independent Auditor's report to the members of Dublin Port Company

Report on the audit of the financial statements

Opinion on the financial statements of Dublin Port Company (the 'Company')

In our opinion the financial statements:

- give a true and fair view of the assets, liabilities and financial position of the Company as at financial year ended 31 December 2021 and of the profit for the financial year then ended; and
- have been properly prepared in accordance with the relevant financial reporting framework and, in particular, with the requirements of the Companies Act 2014.

The financial statements we have audited comprise:

- Summary of Significant Accounting Policies
- the Profit and Loss Account;
- the Statement of Comprehensive Income;
- the Balance Sheet;
- the Statement of Changes in Equity;
- the Statement of Cash Flows; and
- the related notes 1 to 32

The relevant financial reporting framework that has been applied in their preparation is the Companies Act 2014 and FRS 102 "The Financial Reporting Standard applicable in the UK and Republic of Ireland" issued by the Financial Reporting Council ("the relevant financial reporting framework").

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (Ireland) (ISAs (Ireland)) and applicable law. Our responsibilities under those standards are described below in the *"Auditor's responsibilities for the audit of the financial statements"* section of our report.

We are independent of the Company in accordance with the ethical requirements that are relevant to our audit of the financial statements in Ireland, including the Ethical Standard issued by the Irish Auditing and Accounting Supervisory Authority, as applied to SME listed entities, and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Summary of our audit approach

Key audit matters

The key audit matters that we identified in the current year were:

- Appropriateness of key assumptions used to determine retirement benefit liabilities

Within this report, any new key audit matters are identified with and any key audit matters which are the same as the prior year identified with .

Materiality

The materiality that we used in the current year was €1,515,000 which was determined on the basis of a percentage of Profit Before Tax.

Scoping

An audit was completed of Dublin Port Company.

Significant changes in our approach

No significant changes in our audit approach.

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the Directors' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Our evaluation of the Directors' assessment of the Company's ability to continue to adopt the going concern basis of accounting included:

- Review of cash flow forecasts prepared by management;
- Testing clerical accuracy of the cash flow forecasts prepared;
- Assessing the historical accuracy of forecasts prepared by management; and
- Review of financing facilities in place including assessing the nature of facilities, repayment terms and covenants.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the Company's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the Directors with respect to going concern are described in the relevant sections of this report.

Independent Auditor's report to the members of Dublin Port Company (continued)

Key Audit Matters

Key audit matters are those matters that, in our professional judgment, were of most significance in our audit of the financial statements of the current financial year and include the most significant assessed risks of material misstatement (whether or not due to fraud) we identified, including those which had the greatest effect on: the overall audit strategy, the allocation of resources in the audit; and directing the efforts of the engagement team.

These matters were addressed in the context of our audit of the financial statements as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters.

Appropriateness of key assumptions used to determine retirement benefit liabilities

Key audit matter description
The Company operates a defined benefit pension scheme. The net pension asset as at 31 December 2021 amounted to €53m.

There is a high degree of estimation uncertainty and judgement in the calculation of the pension liabilities, particularly in the determination of appropriate actuarial assumptions in respect of the discount and inflation rates. We have identified the appropriateness of these key assumptions as a key audit matter due to the volatility of the assumptions and the significant impact they have on the calculation of the pension liabilities

Please also refer to page 36 (Accounting Policy – Defined Benefit Pension Plan), and Note 3 – Critical accounting judgements and estimates.

How the scope of our audit responded to the key audit matter
We obtained an understanding of management's processes and assessed the design and determined the implementation of the key relevant controls.

We utilised Deloitte Actuarial Specialists as part of our team to assist us in understanding, evaluating and challenging the appropriateness of the discount and inflation rates.

We made inquiries with both management and the Company's external pension advisors to understand their processes in determining the discount and inflation rates used in calculating retirement benefit liabilities.

We benchmarked the discount and inflation rates used against comparable market and peer data to ensure that they were within appropriate ranges and reasonable given our knowledge of the schemes.

We assessed whether the disclosures made in the financial statements in respect of retirement benefit schemes were in accordance with the relevant accounting standards.

Key observations
Based on the evidence obtained, we found that the discount and inflation rates used by management in the actuarial valuations for pension liabilities are within a range we consider reasonable.

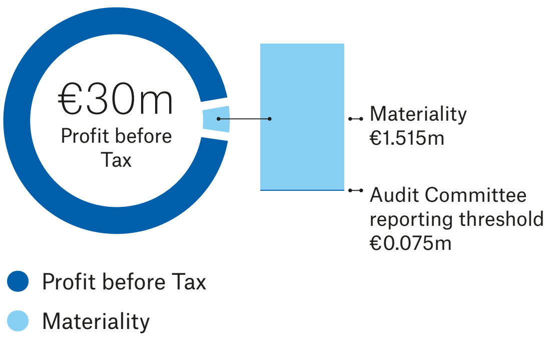
Our audit procedures relating to these matters were designed in the context of our audit of the financial statements as a whole, and not to express an opinion on individual accounts or disclosures. Our opinion on the financial statements is not modified with respect to any of the risks described above, and we do not express an opinion on these individual matters.

Our application of materiality

We define materiality as the magnitude of misstatement that makes it probable that the economic decisions of a reasonably knowledgeable person, relying on the financial statements, would be changed or influenced. We use materiality both in planning the scope of our audit work and in evaluating the results of our work.

We determined materiality for the Company to be €1,515,000 which is approximately 5% of Profit Before Tax. We have considered Profit Before Tax to be the critical component for determining materiality due to the significance of this balance for users of the financial statements. We have considered quantitative and qualitative factors such as understanding the entity and its environment, history of misstatements, complexity of the Company and reliability of control environment.

Application of materiality



We agreed with the Audit & Risk Committee that we would report to them any audit differences in excess of €75,750, as well as differences below that threshold which, in our view, warranted reporting on qualitative grounds. We also report to the Audit & Risk Committee on disclosure matters that we identified when assessing the overall presentation of the financial statements.

An overview of the scope of our audit

Our audit was scoped by obtaining an understanding of the Company and its environment, including the accounting processes and controls in place and the industry in which the Company operates. Based on this assessment, we identified the risks of material misstatement.

Other information

The other information comprises the information included in the annual report, other than the financial statements and our auditor's report thereon. The Directors are responsible for the other information contained within the annual report.

Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

Our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether there is a material misstatement in the financial statements or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

Responsibilities of Directors

As explained more fully in the Directors' Responsibilities for Financial Statements included in the Directors report , the Directors are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view and otherwise comply with the Companies Act 2014, and for such internal control as the Directors determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Directors are responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Directors either intend to liquidate the Company or to cease operations, or have no realistic alternative but to do so.

Auditor's responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (Ireland) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with ISAs (Ireland), we exercise professional judgment and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Directors.
- Conclude on the appropriateness of the Directors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of the auditor's report. However, future events or conditions may cause the entity (or where relevant, the group) to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that the auditor identifies during the audit.

Independent Auditor's report to the members of Dublin Port Company (continued)

For listed entities and public interest entities, the auditor also provides those charged with governance with a statement that the auditor has complied with relevant ethical requirements regarding independence, including the Ethical Standard for Auditors (Ireland) 2016, and communicates with them all relationships and other matters that may reasonably be thought to bear on the auditor's independence, and where applicable, related safeguards.

Where the auditor is required to report on key audit matters, from the matters communicated with those charged with governance, the auditor determines those matters that were of most significance in the audit of the financial statements of the current period and are therefore the key audit matters. The auditor describes these matters in the auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, the auditor determines that a matter should not be communicated in the auditor's report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

Report on other legal and regulatory requirements

Opinion on other matters prescribed by the Companies Act 2014

Based solely on the work undertaken in the course of the audit, we report that:

- We have obtained all the information and explanations which we consider necessary for the purposes of our audit.
- In our opinion the accounting records of the Company were sufficient to permit the financial statements to be readily and properly audited.
- The financial statements are in agreement with the accounting records.
- In our opinion the information given in the Directors' report is consistent with the financial statements and the Directors' report has been prepared in accordance with the Companies Act 2014.

Matters on which we are required to report by exception

Based on the knowledge and understanding of the Company and its environment obtained in the course of the audit, we have not identified material misstatements in the Directors' report

We have nothing to report in respect of the provisions in the Companies Act 2014 which require us to report to you if, in our opinion, the disclosures of Directors' remuneration and transactions specified by law are not made.

Under the Code of Practice for the Governance of State Bodies (August 2016) (the "Code of Practice"), we are required to report to you if the statement regarding the system of internal financial control required under the Code of Practice as included in the Corporate Governance Statement in the Directors Report does not reflect the Company's compliance with paragraph 1.9(iv) of the Code of Practice or if it is not consistent with the information of which we are aware from our audit work on the financial statements. We have nothing to report in this respect.

Use of our report

This report is made solely to the Company's members, as a body, in accordance with Section 391 of the Companies Act 2014. Our audit work has been undertaken so that we might state to the Company's members those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Company and the Company's members as a body, for our audit work, for this report, or for the opinions we have formed.

Daniel Murray

For and on behalf of Deloitte Ireland LLP
Chartered Accountants and Statutory Audit Firm

Deloitte & Touche House
Earlsfort Terrace, Dublin 2

25th March 2022

Accounting Policies

The significant accounting policies used in the preparation of the financial statements are set out below. These policies have been consistently applied to all financial years presented, unless otherwise stated. The Company adopted FRS 102 for the first time in the 2015 financial statements.

Basis of preparation

The financial statements have been prepared under the historical cost convention, as modified by the measurement of investment properties and certain financial assets and liabilities at fair value through profit or loss.

The preparation of financial statements in conformity with FRS 102 requires the use of certain key assumptions concerning the future, and other key sources of estimation uncertainty at the reporting date. It also requires the Directors to exercise its judgement in the process of applying the Company's accounting policies. The areas involving a higher degree of judgement or areas where assumptions and estimates have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year are disclosed in note 3.

Going concern

The financial statements are prepared on the going concern basis of accounting. The Directors have carefully assessed the appropriateness of the use of the going concern basis in the preparation of the financial statements. Following their assessment the Directors report that they have satisfied themselves and consider it appropriate that the Company is a going concern, having adequate resources to continue in operational existence for the foreseeable future. In making this assessment the Directors have considered the existing and anticipated effects of the Covid-19 outbreak and Brexit on the Company's activities.

Revenue recognition

Revenue is measured at the fair value of the consideration received or receivable and represents the amount receivable for services rendered, net of returns, discounts and rebates allowed by the Company and value added taxes.

The Company recognises revenue when the amount of revenue and costs can be measured reliably; it is probable that future benefits will flow to the entity and when the specific criteria relating to each of the Company's sale channels have been met, as described below.

Port Dues

Port Dues revenue arises from charges to port users and comprises of goods dues, vessel dues and other key services provided such as towage and pilotage. Goods Dues are charged by reference to a schedule of charges based on Standard International Trade Classifications. Vessel Dues are charged in respect of the arrival of a vessel and rates are based and chargeable on the greater of the net tonnage or half the gross tonnage of a vessel. Towage and Pilotage Services are charged based on usage.

Port Dues revenue is recognised by reference to the date of arrival of the vessel in the Port.

Rents

Rental income arises mainly from port related rental properties and is recognised by reference to the period to which the rent relates. Rent is charged in accordance with the terms of the rental agreement.

Other Revenue

Other revenue included in Turnover comprises Licence Fees and income from the Company's integrated Service Station and Truck Park. Revenue is recognised by reference to the period to which the income relates.

Other Income

The Company also earns interest income and grant income. Each of these revenue streams are accounted for as set out below:

Interest Income

Interest income is recognised using the effective interest rate method. Interest income is presented as 'interest receivable' in the Profit and Loss account.

Grant Income

The Company applies the accruals model in the recognition of grant income.

Grants relating to revenue are recognised on a systematic basis over the periods in which the Company recognises the related costs for which the grant is intended to compensate. A grant that becomes receivable as compensation for expenses already incurred with no future related costs is recognised in income in the period in which it becomes receivable.

Grants relating to assets are recognised in income on a systematic basis over the expected useful life of the asset. Where part of a grant relating to an asset is deferred it is recognised as deferred income and not deducted from the carrying amount of the asset.

Grants are not recognised until there is reasonable certainty that:

(a) the Company will comply with the conditions attaching to them; and

(b) the grants will be received.

Where a grant becomes repayable it is recognised as a liability when the repayment meets the definition of a liability.

Accounting Policies (continued)

Tangible fixed assets

(i) Cost

Tangible fixed assets are stated at cost at the date of transition to FRS 102, less accumulated depreciation and accumulated impairment losses, except for the Company's investment property which is stated at fair value. Please refer to separate policy on investment property below.

Cost includes the original purchase price, costs directly attributable to bringing the asset to its working location and condition for its intended use, dismantling and restoration costs and borrowing costs capitalised.

Infrastructure assets are those assets characterised by having virtually infinite useful lives and which, in general, were constructed many years ago but are unlikely to be constructed in their existing format today. They include assets such as the North Bull Wall and Great South Wall. Infrastructure assets are carried at a nil valuation and the cost of their upkeep is charged to the Profit and Loss Account.

(ii) Depreciation and residual values

Depreciation on assets is calculated, using the straight-line method, to allocate the cost to their residual values over the estimated useful lives as follows:

Buildings, quays, roads and terminals	50 years
Dock structures, dry docks and quays	30 - 50 years
Capital dredging	30 years
Floating craft	up to 30 years
Cranes	up to 30 years
Plant and machinery	2 - 30 years

The assets' residual values and useful lives are reviewed, and adjusted, if appropriate, at the end of each reporting period. The effect of any change is accounted for prospectively.

(iii) Subsequent additions and major components

Subsequent costs, including major inspections, are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that economic benefits associated with the item will flow to the Company and the cost can be measured reliably.

The carrying amount of any replaced component is derecognised. Major components are treated as a separate asset where they have significantly different patterns of consumption of economic benefits and are depreciated separately over its useful life.

Repairs, maintenance and minor inspection costs are expensed as incurred.

(iv) Assets in the course of construction

Assets in the course of construction are carried at cost. These assets are not depreciated until they are available for use.

(v) Derecognition

Tangible assets are derecognised on disposal or when no future economic benefits are expected. On disposal, the difference between the net disposal proceeds and the carrying amount is recognised in profit or loss and included in "Profit on disposal of assets".

Borrowing costs

Borrowing costs which are directly attributable to the construction of tangible fixed assets are capitalised as part of the cost of those assets. Capitalisation begins when both finance costs and expenditures for the asset are being incurred and activities that are necessary to get the asset ready for use are in progress. Capitalisation ceases when substantially all the activities that are necessary to get the asset ready for use are complete.

Dredging

Capital dredging, which enhances Port access or infrastructure, is capitalised as part of the related fixed asset and depreciated over its estimated useful life.

Investment properties

The Company measures investment property at its cost on initial recognition. The cost of a purchased investment property comprises its purchase price and any directly attributable costs, such as professional fees for legal services, property transfer taxes and other transaction costs. Costs incurred in undertaking market studies before the purchase of a property are expensed as incurred.

Investment properties whose fair value can be measured reliably without undue cost or effort are measured at fair value at each reporting date with changes in fair value recognised in profit or loss.

The Company engaged independent valuation specialists to determine fair value of investment properties at 31 December 2021. The key assumptions used to determine the fair value of investment property are further explained in note 11.

Although the Companies Act would normally require the systematic annual depreciation of fixed assets, the Directors believe that the policy of not providing depreciation is necessary in order for the financial statements to give a true and fair view, since the current value of the investment property, and changes to its value, are of prime importance rather than a calculation of systematic annual depreciation. Depreciation is only one of the many factors reflected in the annual valuation, and the amount, which might otherwise have been included, cannot be separately identified or quantified.

Intangible assets

Computer software is carried at cost less accumulated amortisation and accumulated impairment losses. Software is amortised over its estimated useful life, of 10 years, on a straight-line basis. Software is not considered to have a residual value. Where factors, such as technological advancement or changes in market prices, indicate that the software's useful life has changed, the useful life is amended prospectively to reflect the new circumstances. Intangible fixed assets are reviewed for impairment if there is an indication that the intangible fixed asset may be impaired.

Impairment of non-financial assets

At each Balance Sheet date non-financial assets not carried at fair value are assessed to determine whether there is an indication that the asset (or asset's cash generating unit) may be impaired. If there is such an indication the recoverable amount of the asset (or asset's cash generating unit) is estimated.

The recoverable amount of the asset (or asset's cash generating unit) is the higher of the fair value less costs to sell and value in use. Value in use is the present value of the future cash flows expected to be derived from continuing use of the asset (or cash-generating unit) and from its ultimate disposal. In measuring value in use pre-tax and interest cash flows are discounted using a pre-tax discount rate that represents the current risk-free market rate and the risks specific to the asset for which the future cash flow estimates have not been adjusted.

If the recoverable amount of the asset (or asset's cash generating unit) is estimated to be lower than the carrying amount, the carrying amount is reduced to its recoverable amount. An impairment loss is recognised in the Profit and Loss account, unless the asset has been re-valued when the amount is recognised in other Comprehensive Income to the extent of any previously recognised revaluation. Thereafter any excess is recognised in profit or loss.

If an impairment loss subsequently reverses, the carrying amount of the asset (or asset's cash generating unit) is increased to the revised estimate of its recoverable amount, but only to the extent that the revised carrying amount does not exceed the carrying amount that would have been determined (net of depreciation) had no impairment loss been recognised in prior periods. A reversal of an impairment loss is recognised in the Profit and Loss account, unless the asset is carried at a re-valued amount.

Cash and cash equivalents

Cash and cash equivalents includes cash in hand, deposits held at call with banks and other short term highly liquid investments with original maturities of three months or less. Bank deposits which have original maturity dates of more than three months are not cash and cash equivalents and are presented as current asset investments.

Inventories

Inventories are stated at cost. Inventories are consumable items and are recognised as an expense in the period in which they are used.

Cost includes cost of purchase, and where appropriate, import duties and transportation costs.

At the end of each reporting period, inventories are assessed for impairment. If an item of inventory is impaired, the identified inventory is reduced to its recoverable amount and an impairment charge is recognised in the Profit and Loss account. Where a reversal of the impairment is recognised the impairment charge is reversed, up to the original impairment loss, and is recognised as a credit in the Profit and Loss account.

Foreign currencies

i) Functional and presentation currency
The Company's functional and presentation currency is the euro, denominated by the symbol "€" and unless otherwise stated, the financial statements have been presented in thousands ('000).

ii) Transactions and balances
Foreign currency transactions are translated into the functional currency using the spot exchange rates at the dates of the transactions.

At each period end foreign currency monetary items are translated to Euro using the closing rate. Non-monetary items measured at historical cost are translated using the exchange rate at the date of the transaction and non-monetary items measured at fair value are measured using the exchange rate when fair value was determined.

Foreign exchange gains and losses resulting from the settlement of transactions and from the translation at period-end exchange rates of monetary assets and liabilities denominated in foreign currencies are recognised in the Profit and Loss account.

Foreign exchange gains and losses that relate to borrowings and cash and cash equivalents are presented in the Profit and Loss account within 'interest payable/receivable'. All other foreign exchange gains and losses are presented in the Profit and Loss account within 'administration expenses'.

Accounting Policies (continued)

Employee benefits

The Company provides a range of benefits to employees, including short term employee benefits such as paid holiday arrangements and post-employment benefits such as defined benefit and defined contribution pension plans and annual bonus arrangements, for certain employees.

(i) Short term benefits

Short term benefits, including wages and salaries, holiday pay and other similar non-monetary benefits, are recognised as an expense in the period in which the service is received.

The Company operates an annual bonus plan for certain employees. An expense is recognised in the Profit and Loss account when the Company has a present legal or constructive obligation to make payments under the plan as a result of past events and a reliable estimate of the obligation can be made.

ii) Post-employment benefits

Defined contribution plan

The Company operates a defined contribution plan for its employees. A defined contribution plan is a pension plan under which the Company pays fixed contributions into a separate entity. Once the contributions have been paid the Company has no further payment obligations. The contributions are recognised as an expense when they are due. Amounts not paid are shown in accruals in the Balance Sheet. The assets of the plan are held separately from the Company in independently administered funds.

Defined benefit pension plan

The Company operates a defined benefit plan for certain employees. A defined benefit plan defines the pension benefit that the employee will receive on retirement, usually dependent upon several factors including age, length of service and remuneration. A defined benefit plan is a pension plan that is not a defined contribution plan. The liability recognised in the Balance Sheet in respect of the defined benefit plan is the present value of the defined benefit obligation at the end of the reporting date less the fair value of the plan assets at the reporting date.

The defined benefit obligation is calculated using the projected unit credit method. Annually the Company engages independent actuaries to calculate the obligation. The present value is determined by discounting the estimated future payments using market yields on high quality corporate bonds that are denominated in Euro and that have terms approximating the estimated period of the future payments.

The fair value of plan assets is measured in accordance with the FRS 102 fair value hierarchy and in accordance with the Company's policy for similarly held assets. For most plan assets this is the quoted price in an active market. Where quoted prices are not available appropriate valuation techniques are used to estimate the fair value.

The cost of the defined benefit plan, recognised in profit or loss as employee costs, except where included in the cost of an asset, comprises:

(a) the increase in pension benefit liability arising from employee service during the period; and

(b) the cost of plan introductions, benefit changes, curtailments and settlements.

The net interest cost is calculated by applying the discount rate to the net balance of the defined benefit obligation and the fair value of plan assets. This cost is recognised in profit or loss as 'other finance cost'.

Actuarial gains and losses arising from experience adjustments and changes in actuarial assumptions are charged or credited to Other Comprehensive Income. These amounts together with the return on plan assets, less amounts included in net interest, are presented as 're-measurement of net defined benefit liability' in Other Comprehensive Income.

Taxation

Taxation expense for the period comprises current and deferred tax recognised in the reporting period. Tax is recognised in the Profit and Loss account, except to the extent that it relates to items recognised in other Comprehensive Income or directly in equity. In this case tax is also recognised in other Comprehensive Income or directly in equity respectively.

Current or deferred taxation assets and liabilities are not discounted.

(i) Current tax

Current tax is the amount of income tax payable in respect of the taxable profit for the year or prior years. Tax is calculated on the basis of tax rates and laws that have been enacted or substantively enacted by the period end. Management periodically evaluates positions taken in tax returns with respect to situations in which applicable tax regulation is subject to interpretation. It establishes provisions where appropriate on the basis of amounts expected to be paid to the tax authorities.

(ii) Deferred tax

Deferred tax arises from timing differences that are differences between taxable profits and total Comprehensive Income as stated in the financial statements. These timing differences arise from the inclusion of income and expenses in tax assessments in periods different from those in which they are recognised in financial statements.

Deferred tax is recognised on all timing differences at the reporting date except for certain exceptions. Unrelieved tax losses and other deferred tax assets are only recognised when it is probable that they will be recovered against the reversal of deferred tax liabilities or other future taxable profits.

Deferred tax is measured using tax rates and laws that have been enacted or substantively enacted by the period end and that are expected to apply to the reversal of the timing difference.

Exceptional items

The Company's income statement separately identifies exceptional items. Exceptional items are those that in our judgement need to be disclosed separately by virtue of their size, nature or incidence. The Company believes that this presentation provides additional analysis as it highlights exceptional items. Such items include gains on disposal of assets and business restructuring costs to the extent they are significant.

In this regard the determination of 'exceptional items' as included in our definition uses qualitative and quantitative factors. Judgement is used by the Company in assessing the particular items, which by virtue of their size, nature and incidence, are disclosed in the Company income statement and related notes as exceptional items.

Reclassification

Certain immaterial prior year amounts have been reclassified to align with the current period presentation of those items.

Financial instruments

The Company has chosen to adopt the Sections 11 and 12 of FRS 102 in respect of financial instruments.

(i) Financial assets

Basic financial assets, including trade and other receivables, cash and bank balances and short term deposits, are initially recognised at transaction price, unless the arrangement constitutes a financing transaction, where the transaction is measured at the present value of the future receipts discounted at a market rate of interest for a similar debt instrument.

Such assets are subsequently carried at amortised cost using the effective interest method.

At the end of each reporting period financial assets measured at amortised cost are assessed for objective evidence of impairment. If an asset is impaired the impairment loss is the difference between the carrying amount and the present value of the estimated cash flows discounted at the asset's original effective interest rate. The impairment loss is recognised in profit or loss.

If, in a subsequent financial year, the amount of an impairment loss decreases and the decrease can be objectively related to an event occurring after the impairment was recognised the previously recognised impairment loss is reversed. The reversal is such that the current carrying amount does not exceed what the carrying amount would have been had the impairment not previously been recognised. The impairment reversal is recognised in profit or loss.

Financial assets are derecognised when (a) the contractual rights to the cash flows from the asset expire or are settled, or (b) substantially all the risks and rewards of ownership of the financial asset are transferred to another party or (c) control of the financial asset has been transferred to another party who has the practical ability to unilaterally sell the financial asset to an unrelated third party without imposing additional restrictions.

Accounting Policies (continued)

(ii) Financial liabilities

Basic financial liabilities, including trade and other payables and bank loans are initially recognised at transaction price, unless the arrangement constitutes a financing transaction, where the debt instrument is measured at the present value of the future payments discounted at a market rate of interest for a similar debt instrument.

These liabilities are subsequently carried at amortised cost, using the effective interest rate method.

Fees paid on the establishment of loan facilities are recognised as transaction costs of the loan to the extent that it is probable that some or all of the facility will be drawn down. In this case, the fee is deferred until the draw-down occurs. Transactions costs and fees are amortised over the life of the loan.

Trade payables are obligations to pay for goods or services that have been acquired in the ordinary course of business from suppliers. Accounts payable are classified as current liabilities if payment is due within one year or less. If not, they are presented as non-current liabilities. Trade payables are recognised initially at transaction price and subsequently measured at amortised cost using the effective interest method.

Financial liabilities are derecognised when the liability is extinguished, that is when the contractual obligation is discharged, cancelled or expires.

iii) Derivatives

Derivatives, including interest rate swaps and forward foreign exchange contracts, are not basic financial instruments.

Derivatives are initially recognised at fair value on the date a derivative contract is entered into and are subsequently re-measured at their fair value. Changes in the fair value of derivatives are recognised in profit or loss in finance costs or income as appropriate. The Company does not currently apply hedge accounting for interest rate or foreign exchange derivatives.

iv) Offsetting

Financial assets and liabilities are offset and the net amounts presented in the financial statements when there is an enforceable right to set off the recognised amounts and there is an intention to settle on a net basis or to realise the asset and settle to liability simultaneously.

Provisions and contingencies

Provisions are liabilities of uncertain timing or amount.

Provisions are recognised when the Company has a present legal or constructive obligation as a result of past events, it is probable that a transfer of economic benefits will be required to settle the obligation and the amount of the obligation can be estimated reliably.

Provisions are measured at the present value of the best estimate of the amount required to settle the obligation using a pre-tax rate that reflects current market assessments of the time value of money and the risks specific to the liability. Provisions are reviewed at the end of each financial year and adjusted to reflect the current best estimate of the amount required to settle the obligation. The unwinding of the discount is recognised as a finance cost in profit or loss, presented as part of 'interest payable and similar charges' in the financial year in which it arises.

Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole.

Contingent liabilities, arising as a result of past events, are not recognised as a liability because it is not probable that the company will be required to transfer economic benefits in settlement of the obligation or the amount cannot be reliably measured at the end of the financial year. Possible but uncertain obligations are not recognised as liabilities but are contingent liabilities. Contingent liabilities are disclosed in the financial statements unless the probability of an outflow of resources is remote.

Contingent assets are not recognised. Contingent assets are disclosed in the financial statements when an inflow of economic benefits is probable.

Distributions to equity holders

Dividends and other distributions to Company's shareholders are recognised as a liability in the financial statements in the period in which the dividends and other distributions are approved by the Company's shareholders. These amounts are recognised in the statement of changes in equity. Interim dividends are recognised when paid.

Share capital

Ordinary shares are classified as equity and are recognised at the proceeds received. Incremental costs directly attributable to the issue of new ordinary shares or options are shown in equity as a deduction, net of tax, from the proceeds.

Towage accounts

Towage revenue is direct revenue charged based on usage. Towage costs comprise direct materials, direct labour and an appropriate proportion of relevant overhead costs allocated on the following basis:

Overhead	Basis of apportionment
Rates	Average usage per tug
Insurance	% of towage revenue
Electricity	Average usage per tug
Telecommunications	% of total telecommunications
Administration	% of total cost

Pilotage accounts

Pilotage revenue is direct revenue charged based on usage. Pilotage costs comprise direct materials, direct labour and an appropriate proportion of relevant overhead costs allocated on the following basis:

Overhead	Basis of apportionment
Rates	Average usage per pilot boat
Insurance	% of pilotage revenue
Electricity	Average usage
Telecommunications	% of total telecommunications
Administration	% of total cost

Profit and Loss Account

For the Financial Year ended 31 December 2021

	Notes	2021 €'000	2020 €'000
Turnover	5	85,769	86,596
Cost of sales		(34,703)	(31,920)
Gross Profit		**51,066**	**54,676**
Administrative expenses		(15,649)	(11,191)
Other operating income	6	-	665
Operating Profit	8	**35,417**	**44,150**
Interest receivable and similar income	7	533	613
Interest payable and similar charges	7	(5,991)	(5,074)
Net Finance Expense		(5,458)	(4,461)
Profit on Ordinary Activities Before Taxation		**29,959**	**39,689**
Tax on profit on ordinary activities	10	(3,964)	(5,438)
Profit for the Financial Year		**25,995**	**34,251**

Turnover and Operating Profit arose solely from continuing activities.

Statement of Comprehensive Income

For the Financial Year ended 31 December 2021

	Notes	2021 €'000	2020 €'000
Profit for the Financial Year		**25,995**	**34,251**
Re-measurement (loss)/gain recognised on defined benefit obligations	30	(2,382)	8,194
Deferred tax related to re-measurement loss/(gain) on defined benefit obligations	10	298	(1,024)
Other Comprehensive (loss)/gain for the financial year, net of tax		**(2,084)**	**7,170**
Total Comprehensive Income for the financial year		**23,911**	**41,421**

Balance Sheet

As at 31 December 2021

	Notes	2021 €'000	2020 €'000
Fixed assets			
Tangible assets	11	670,548	612,771
Intangible assets	12	300	354
		670,848	**613,125**
Current assets			
Development land	13	1,246	1,246
Inventories	14	638	588
Debtors and prepayments	15	15,635	20,426
Cash at bank and in hand		123,968	160,137
Investments	16	52,658	55,712
		194,145	**238,109**
Creditors – Amounts falling due within one year	17	**(18,062)**	**(22,991)**
Net current assets		**176,083**	**215,118**
Total assets less current liabilities		**846,931**	**828,243**
Creditors – Amounts falling due after one year	18	(295,058)	(300,775)
Provisions for liabilities			
Other provisions for liabilities	21	(16,123)	(15,629)
Net Assets		**535,750**	**511,839**
Capital and reserves			
Called up share capital presented as equity	22	14,464	14,464
Capital conversion reserve fund	22	119	119
Profit and loss account		520,449	496,538
Capital contribution	22	718	718
Total equity		**535,750**	**511,839**

The financial statements on pages 33 to 68 were authorised for issue by the Board of Directors on 25th March 2022 and signed on its behalf.

On behalf of the Board

Jerry Grant Chairperson
Eamonn O'Reilly Chief Executive

25th March 2022

Statement of Changes in Equity

For the Financial Year ended 31 December 2021

	Note	Called up share capital €'000	Capital conversion reserve fund €'000	Capital contribution €'000	Profit and loss account €'000	Total €'000
Balance at 1st January 2020	22	**14,464**	**119**	**718**	**455,117**	**470,418**
Profit for the year		-	-	-	34,251	34,251
Other Comprehensive Income		-	-	-	7,170	7,170
Total Comprehensive Income for the year		-	-	-	41,421	41,421
Dividends	9	-	-	-	-	-
Balance as at 31st December 2020	22	**14,464**	**119**	**718**	**496,538**	**511,839**
Balance at 1st January 2021	22	**14,464**	**119**	**718**	**496,538**	**511,839**
Profit for the year		-	-	-	25,995	25,995
Other Comprehensive Income		-	-	-	(2,084)	(2,084)
Total Comprehensive Income for the year		-	-	-	23,911	23,911
Dividends	9	-	-	-	-	-
Balance as at 31st December 2021	22	**14,464**	**119**	**718**	**520,449**	**535,750**

Statement of Cash Flows

For the Financial Year ended 31 December 2021

	Notes	2021 €'000	2020 €'000
Net cash from operating activities	23	54,314	51,552
Taxation paid		(4,374)	(2,893)
Net cash generated from operating activities		**49,940**	**48,659**
Cash flows from investing activities			
Purchase of tangible assets		(74,964)	(56,878)
Purchase of intangible assets - software		(40)	(61)
Proceeds from disposal of tangible assets		50	51
Interest received		-	10
Net cash used in investing activities		**(74,954)**	**(56,878)**
Cash flow from financing activities			
Proceeds from issue of bonds		-	100,000
Repayment of term debt facilities		(5,264)	(5,264)
Dividends paid	9	-	-
Interest paid and similar charges		(5,891)	(3,685)
Net cash (used in)/generated from financing activities		**(11,155)**	**91,051**
Net (decrease)/increase in cash at bank and in hand		**(36,169)**	**82,832**
Cash and cash equivalents at the beginning of the year		**160,137**	**77,305**
Cash and cash equivalents at the end of the year		**123,968**	**160,137**
Cash and cash equivalents consists of:			
Cash at bank and in hand		123,968	160,137
Cash and cash equivalents		**123,968**	**160,137**

Notes to the Financial Statements

1. General information

Dublin Port Company provides the infrastructure, facilities, services and hard standing to meet the needs of customers for the efficient transfer of goods and passengers between land and sea transport modes.

Revenue in connection with the provision of these facilities is generated from vessel dues, goods dues, rent and key services provided, such as towage and pilotage.

The Company is incorporated and domiciled in the Republic of Ireland. The address of its registered office is Port Centre, Alexandra Road, Dublin 1.

2. Statement of compliance

The financial statements have been prepared under the historical cost convention, modified to include certain items at fair value, and in accordance with the Companies Act 2014 and Financial Reporting Standard 102 (FRS 102) issued by the Financial Reporting Council. The financial statements comply with Financial Reporting Standard 102, 'The Financial Reporting Standard applicable in the UK and Republic of Ireland' (FRS 102) and the Companies Act 2014.

3. Critical judgments and estimates in applying the Company's accounting policies

Estimates and judgements are continually evaluated and are based on historical experience and other factors, including expectation of future events that are believed to be reasonable under the circumstances.

The Company makes estimates and assumptions concerning the future. The resulting accounting estimates will, by definition, seldom equal the related actual results. The estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year are addressed below:

(i) Useful economic lives of tangible assets

The annual depreciation charge for tangible assets is sensitive to changes in the estimated useful economic lives and residual values of the assets. The useful economic lives and residual values are re-assessed annually and amended where necessary. See note 11 for the carrying amount of the Company's tangible assets and the Accounting Policies for the useful economic lives for each class of assets.

(ii) Defined benefit pension scheme

The Company has an obligation to pay pension benefits to certain employees. The cost of these benefits and the present value of the obligation depend on a number of factors, including; life expectancy, salary increases, asset valuations and the discount rate on corporate bonds. Management estimates these factors in determining the net pension obligation in the Balance Sheet. The assumptions reflect historical experience and current trends. See note 30 for the disclosures relating to the defined benefit pension scheme.

4. Assets and liabilities acquired on Vesting Day

Under the provisions of the Harbours Act, 1996, the Company took over the functions carried on by the former Dublin Port and Docks Board on 3 March 1997 ("Vesting Day").

The cost to the Company of the assets acquired on Vesting Day was determined by the then Minister for Communications, Marine and Natural Resources. Liabilities (including pensions and capital grants) were taken over at their actual or determined amounts. Pension liabilities *(see note 30)* include those in respect of pre-Vesting Day pension entitlements of the Company's employees and the current and deferred pensioners of its predecessor entity, Dublin Port and Docks Board.

The assets and functions of the Pilotage Committee, established under the Pilotage Act 1913, were transferred by operation of law to Dublin Port Company in July 1997, under the Harbours Act, 1996 (Commencement) (No. 3) Order 1997.

The consideration for the net assets transferred to the Company was satisfied by the creation and issue of 6.023 million ordinary shares of IR£1 (€1.27) each fully paid. One ordinary share is held by the Minister for Finance and the remainder are held by the Minister for Transport at 31 December 2020.

Notes to the Financial Statements (continued)

5. Turnover

	2021 €'000	2020 €'000
By class of business (all within Republic of Ireland)		
Ships Tonnage Dues	12,625	12,400
Goods Dues	49,474	50,517
Port Infrastructure Charges	62,099	62,917
Other Port dues	7,400	8,550
Rents	15,340	14,377
Licences	753	612
Other	177	140
	85,769	**86,596**

6. Other Operating Income

	2021 €'000	2020 €'000
Revaluation of investment property	-	665
	-	**665**

7. Finance Income/expense

	2021 €'000	2020 €'000
(a) Interest payable and similar charges:		
- Interest payable on bank loans	(1,728)	(1,781)
- Interest on Private Placement Bond	(5,605)	(4,803)
- Other interest payable	(190)	(87)
Total Interest payable	**(7,523)**	**(6,671)**
Interest payable capitalised	**1,532**	**1,597**
Total Interest payable and similar charges	**(5,991)**	**(5,074)**
(b) Interest receivable and similar income:		
- Interest receivable	-	10
- Net finance income on retirement benefits *(see note 30)*	533	603
Total Interest receivable and similar income	**533**	**613**
c) Net Finance (expense)/income	**(5,458)**	**(4,461)**

8. Operating Profit

	2021 €'000	2020 €'000
Operating Profit has been arrived at after charging/(crediting):		
Depreciation *(see note 11)*	13,780	10,998
Amortisation of intangible assets *(see note 12)*	94	86
Amortisation of capital grants *(see note 20)*	(490)	(564)
Surplus on revaluation of investment properties *(see note 6)*	-	665
Impairment (gain)/loss on trade receivables	45	(120)
Profit on disposal of tangible assets	(50)	(40)

Auditors remuneration:

Remuneration (including expenses) for the statutory audit and other services carried out by the Company's auditor is as follows:

	2021 €'000	2020 €'000
Audit of entity financial statements	50	50
Adjustment in respect of prior period	-	5
Other assurance services	14	14
Other non-audit services	-	-
Tax advisory services	9	53
	73	**122**

External Support and Specialist Advisory Costs	2021 €'000	2020 €'000
Legal Advice	229	531
Tax and Financial Advisory	21	93
Public Relations/Marketing	230	91
Pension and Human Resources	294	474
Engineering	890	304
Environmental	193	418
Other	531	596
Total Costs charged to the Profit and Loss Account	**2,388**	**2,507**
Costs Capitalised	5,834	7,168
Costs charged to the Profit and Loss Account	2,388	2,507
Total Costs	**8,222**	**9,675**

Notes to the Financial Statements (continued)

8. Operating Profit (continued)

Legal Costs and Settlements

	2021 €'000	2020 €'000
Settlements Paid	234	63
Settlements Received	(315)	(5)
Total	**(81)**	**58**

Travel and Subsistence Expenditure

	2021 €'000	2020 €'000
Domestic		
- Board		-
- Employees	19	8
International		
- Board	2	1
- Employees	6	17
Total	**27**	**26**

Hospitality Expenditure

	2021 €'000	2020 €'000
Staff Hospitality	71	40
Client Hospitality	106	38
Total	**177**	**78**

Towage accounts

The Port Services Regulation (Regulation 2017/352) was introduced by the European Parliament on 15th February 2017. The Regulation establishes a framework for the provision of port services and common rules on the financial transparency of ports.

A Profit and Loss account in respect of the Company's towage service for the year ended 31 December 2021, together with comparative figures for 2020, is set out below.

	2021 €'000	2020 €'000
Turnover (included in Port Dues turnover – see note 5)	2,349	3,701
Cost of Sales	(1,802)	(1,271)
Gross Profit	**547**	**2,430**
Administrative expenses	(1,331)	(1,016)
Operating (Loss)/Profit	**(784)**	**1,414**

8. Operating Profit (continued)

Pilotage accounts

A Profit and Loss account in respect of the Company's pilotage service for the year ended 31 December 2021, together with comparative figures for 2020, is set out below.

	2021 €'000	2020 €'000 *restated*
Turnover (included in Port Dues turnover – see note 5)	3,975	3,704
Cost of Sales	(2,561)	(2,212)
Gross Profit	**1,414**	**1,492**
Administrative expenses	(657)	(549)
Operating Profit	**757**	**943**

9. Dividend Paid

	2021 €'000	2020 €'000
Interim dividend paid of €0.00 per share (2020: €0.00 per share)	-	-

Notes to the Financial Statements (continued)

10. Taxation

(a) Tax expense included in Profit and Loss	2021 €'000	2020 €'000
Current tax:		
Based on Port activity profits for the year: Corporation Tax at an effective rate of 12.5% (2020:12.5%)	(3,065)	(4,249)
Based on non-Port activity profits Corporation Tax at an effective rate of 25% (2020:25%)	(300)	(310)
	(3,365)	(4,559)
Adjustments in respect of prior periods	193	-
Total current tax	**(3,172)**	**(4,559)**
Deferred tax:		
Timing differences between pension contributions paid and pensions charged	84	66
Timing differences on accelerated Capital Allowances	(876)	(945)
Total deferred tax	**(792)**	**(879)**
Total tax charge	**(3,964)**	**(5,438)**

(b) Tax expense included in other Comprehensive Income

Deferred tax		
Deferred tax related to defined benefit pension re-measurement loss/(gain)	298	(1,024)
Total tax income/(expense) included in other Comprehensive Income	**298**	**(1,024)**

(c) Reconciliation of tax charge

The total Corporation Tax charge for the financial year is higher (2020: higher) than the total tax charge that would result from applying the standard rate of Irish Corporation Tax to profit on ordinary activities. The differences are explained below:

	2021 €'000	2020 €'000
Profit on Ordinary Activities Before Tax	**29,959**	**39,689**
Profit on ordinary activities multiplied by the average rate of Irish Corporation Tax for the year of 12.5% (2020:12.5%)	(3,745)	(4,961)
Effects of:		
Disallowable expenses	(262)	(322)
Passive income liable to tax at 25%	(150)	(155)
Adjustment to tax charge in respect of prior year	193	-
Total tax charge for the year	**(3,964)**	**(5,438)**

11. Tangible Assets

	Land and Buildings	Terminals	Dock Structures, Dry Docks and Quays	Floating Craft	Cranes	Plant and Machinery	Investment Property	CIP	Total
	€'000	€'000	€'000	€'000	€'000	€'000	€'000	€'000	€'000
Cost or valuation									
At 1 January 2021	156,879	212,192	186,033	21,313	3,540	29,558	9,165	177,095	795,775
Additions during year	19,169	2,465	20,862	-	-	2,102	-	28,231	72,829
Proceeds from insurance claim	-	-	-	(1,272)	-	-	-	-	(1,272)
Disposals	-	-	-	-	-	(57)	-	-	(57)
Transfer from CIP	27,931	10,348	36,385	-	-	3,552	-	(78,216)	-
Revaluation of IP	-	-	-	-	-	-	-	-	-
At 31 December 2021	**203,979**	**225,005**	**243,280**	**20,041**	**3,540**	**35,155**	**9,165**	**127,110**	**867,275**
Accumulated Depreciation									
At 1 January 2021	24,403	92,833	38,375	6,541	3,386	17,465	-	-	183,004
Charge for year	2,724	3,130	5,382	708	8	1,828	-	-	13,780
Disposals	-	-	-	-	-	(57)	-	-	(57)
At 31 December 2021	**27,127**	**95,963**	**43,757**	**7,249**	**3,394**	**19,236**	**-**	**-**	**196,727**
Net Book Amounts									
At 1 January 2021	132,476	119,359	147,658	14,772	153	12,093	9,165	177,095	612,771
At 31 December 2021	**176,852**	**129,042**	**199,523**	**12,792**	**146**	**15,919**	**9,165**	**127,110**	**670,548**

The cost to the Company of assets acquired on Vesting Day, 3 March 1997, under the Harbours Act, 1996 was determined by the then Minister for Communications, Marine and Natural Resources in consideration for shares issued.

€2.1m was spent on an asset in 2020 that was the subject of an insurance claim. Following the processing of this claim in 2021, compensation of €1.3m was received and has been offset against the asset costs. Costs of fixed assets includes cumulative interest capitalised of €6.3m (2020:€4.8m).

In 2021 €50,000 (2020: €40,000) profit on disposal of tangible assets was recognised.

The investment property represents a 50% interest in freehold property and has been independently valued by Lisney as at 31 December 2021 on an open market valuation basis. The valuation represented the valuer's opinion of market value at 31 December 2021 and has been prepared in accordance with the RICS Valuation – Global Standards (incorporating the International Valuation Standards) published July 2017 by the Royal Institution of Chartered Surveyors. The valuer noted that values are subject to changes on account of market adjustments and other factors, and that values in the future may therefore be higher or lower than at the valuation date. A revaluation surplus of €Nil arose in 2021 (2020: €0.7m). Any surpluses arising on this revaluation are credited to the other operating income line of the Profit and Loss account.

Notes to the Financial Statements (continued)

12. Intangible Assets

	2021 €'000
Cost or valuation	
At 1 January	1,676
Additions during year	40
At 31 December	**1,716**
Accumulated Amortisation	
At 1 January	1,322
Charge for year	94
At 31 December	**1,416**
Net Book Amounts	
At 1 January	354
At 31 December	**300**

Intangible assets comprise externally developed computer software which is amortised over their estimated useful lives using the straight-line method. Amortisation commences when the asset is ready for its intended use.

13. Development Land

The Company entered into a Development Agreement dated 6th July 1999 with Earlsfort East Point and Eastpoint (Development) Two Ltd. ("the Developer"), for a development comprising approximately 14 acres of land adjoining the East Point Business Park Development Phase I.

At 31 December 2021, a receivable of €1.246m remains outstanding relating to the final three sites of land (comprising approximately 6 acres of land) which are subject to this arrangement. The Directors are satisfied that the carrying value of this land is fully recoverable at 31 December 2021.

In addition to consideration for the land sold, the Company is also entitled to further consideration calculated based on a share of the net profits realised on the sale of the developed properties by Eastpoint (Development) Two Ltd.

The consideration under this agreement will be recognised in the financial statements in the period when it is realised by Dublin Port Company. No consideration was recognised during the year (2020: NIL).

The Company is currently engaged in discussions with the developer with a view to finalising the timeframe for receipt of both the consideration in respect of land and any further consideration to be received on the ultimate sale of the relevant properties.

14. Inventories

	2021 €'000	2020 €'000
Consumable items	638	588

Inventory comprises consumable items, spare parts and stores used in the maintenance of plant. There was no material difference between the replacement cost of inventory and the above book amount.

Inventories are stated after provisions for impairment of €Nil (2020: €5k).

15. Debtors – Amounts falling due within one year

	2021 €'000	2020 €'000
Trade debtors	11,193	14,533
Accrued revenue	1,104	562
VAT	283	692
Contributions receivable from pension scheme	1,793	2,704
Corporation Tax	780	-
Other receivables	482	1,935
	15,635	**20,426**

Trade debtors are stated after provisions for impairment of €96k (2020: €162k).

16. Investments

	2021 €'000	2020 €'000
Defined benefit pension asset *(see note 30)*	52,658	55,712
	52,658	**55,712**

Notes to the Financial Statements (continued)

17. **Creditors –** Amounts falling due within one year

	2021 €'000	2020 €'000
Trade creditors	1,196	2,331
Accruals	5,946	9,667
Bank Loans *(see note 19)*	5,263	5,263
Deferred income *(see note 20)*	4,708	4,450
Professional Services Withholding Tax/Relevant Contracts Tax	290	272
Income tax deducted under PAYE	499	440
Corporation Tax	-	422
Pay related social insurance	160	146
	18,062	**22,991**
Creditors for taxation and social welfare included above	**949**	**1,280**

Trade and other creditors are payable at various dates in the next three months in accordance with the suppliers' usual and customary credit terms.

Tax and social insurance are repayable at various dates over the coming months in accordance with the applicable statutory provisions.

18. **Creditors** – Amounts falling due after one year

	2021 €'000	2020 €'000
Deferred income – grants *(see note 20)*	12,154	12,608
Bank Loans *(see note 19)*	282,904	288,167
	295,058	**300,775**

19. Borrowings and Other Debt

	2021 €'000	2020 €'000
Total borrowings	288,167	293,430
	288,167	**293,430**
These loans are repayable in the following periods after the year end:		
In less than one year	5,263	5,263
In one to two years	5,263	5,263
In three to five years	15,790	15,790
In more than five years	261,851	267,114
	288,167	**293,430**
Long-term bank borrowings	88,158	93,421
Private placement borrowings	200,009	200,009
	288,167	**293,430**

Current bank borrowings:
The Company has put in place an agreement with Ulster Bank DAC, amounting to a €50m revolving credit facility. This facility was for an initial five year term with an option to extend for two one year periods, subject to bank approval. The Company exercised its option during 2019 to extend the facility which is due for repayment (if drawn) in full in March 2024. This facility was un-drawn at the year-end (2020: €NIL).

The rate of interest on the loan is variable based on EURIBOR and the applicable margin. There is no tangible security held by Ulster Bank on this facility.

Long-term bank borrowings:
In December 2015 the Company entered into a Finance Contract with the European Investment Bank in respect of a €100m project finance facility. This facility is for a 20 year term of which was fully drawn down at year end. The balance outstanding at 31 December 2021 was €88.2m (2020: €93.4m).

Private Placement borrowings:
In December 2019 the Company issued €300m unsecured senior bonds to a range of institutional investors. These fixed rate bonds are issued in Euro currency and are listed on the Global Exchange Market of Euronext Dublin. The maturity date of the bonds is September 2049. At 31 December 2021 €200m of bonds had been purchased. During the course of 2021 it was agreed to defer the purchase of the remaining €100m of bonds, referred as forward purchase bonds, from September 2021 to September 2022. The Company retains the option to cancel the commitment to purchase some or all of the forward purchase bonds at no cost.

In addition, the Company issued an amount of unlisted notes to a subset of investors for a nominal price. Unlisted notes offer an alternative mechanism for investors to subscribe for the remaining bonds (instead of purchasing forward purchase bonds). At 31 December 2021 €9,000 had been received by the Company in relation to the purchase of unlisted notes.

The private placement debt and other facilities have conditions which require the Company to maintain certain covenants. At 31 December 2021 the Company is fully in compliance with all covenant requirements.

Notes to the Financial Statements (continued)

20. Deferred Income

	2021 €'000	2020 €'000
Grants and contributions to fixed assets		
Opening Balance	13,099	13,663
Received during the year	-	-
Amortised to Profit and Loss Account during the year	(490)	(564)
Closing Balance Capital Grants	**12,609**	**13,099**
Deferred Rental Income	4,253	3,960
Total Deferred Income	**16,862**	**17,059**
Creditors – amounts falling due within one year *(see note 17)*	4,708	4,450
Creditors – amounts falling due after one year *(see note 18)*	12,154	12,609
	16,862	**17,059**

Capital grants received from various authorities in respect of capital expenditure incurred are recorded as deferred income and released to the Profit and Loss Account over the expected useful lives of the relevant assets.

21. Provisions for Liabilities

The Company had the following deferred tax liabilities during the year:

	2021 €'000	2020 €'000
At 1 January	(15,629)	(13,726)
Additions dealt with in profit and loss	(792)	(879)
Additions dealt with in other comprehensive income	298	(1,024)
At 31 December	**(16,123)**	**(15,629)**

	2021 €'000	2020 €'000
Presented as:		
Deferred tax liabilities within provisions for liabilities	**(16,123)**	**(15,629)**

The provision for deferred tax consists of the following deferred tax assets/(liabilities):

	2021 €'000	2020 €'000
Defined Benefit pension scheme	(6,583)	(6,964)
Other timing differences	44	44
Accelerated capital allowances	(9,584)	(8,709)
	(16,123)	**(15,629)**

Deferred tax assets of €0.3m (2020: €0.3m) were not recognised in respect of capital losses on the basis that there is no likelihood of recovering the benefit from these tax losses.

Notes to the Financial Statements (continued)

22. Share Capital and Reserves

	2021 €'000	2020 €'000
Authorised		
96.5m ordinary shares of €1.25 each	**120,625**	**120,625**
Allotted, called up and fully paid – presented as equity		
11.571m ordinary shares of €1.25 each	**14,464**	**14,464**

There is a single class of ordinary shares. There are no restrictions on the distribution of dividends and the repayment of capital. All shares carry equal voting rights and rank dividends to the extent to which the total amount on each share is paid up.

Reserves
The opening balance, closing balance and movements in each reserve are outlined in the Statement of Changes in Equity.
A description of each reserve is outlined below.

Called-up share capital
The authorised share capital of the Company comprises ordinary shares.

Capital conversion reserve fund
The ordinary shares of the Company were re-nominalised from €1.269738 each to €1.25 each in 2001 and the amount by which the issued share capital of the Company was reduced was transferred to a fund known as the Capital Conversion Reserve Fund.

	2021 €'000	2020 €'000
Capital conversion reserve fund	119	119

Capital contribution
On 12 July 2011, as permitted by the Harbours Acts, 1996 to 2009, the Minister for Transport, Tourism and Sport ordered that the functions of Dundalk Port Company be transferred to the Company. The assets and liabilities taken on by the Company as a result of this Ministerial Order have been recorded at their fair values at that date. A corresponding amount has been recognised as a Capital Contribution in Shareholders' Funds reflecting that the assets received and liabilities assumed are considered to be a contribution from the Company's principal shareholder.

	2021 €'000	2020 €'000
Capital contribution	718	718

23. Note to the statement of cash flow

	Notes	2021 €'000	2020 €'000
Profit for the financial year		**25,995**	**34,251**
Tax on profit on ordinary activities	10	3,964	5,438
Net Finance expense/(income)	7	5,458	4,461
Operating Profit		**35,417**	**44,150**
Amortisation of capital grants	20	(490)	(564)
Depreciation of tangible assets	11	13,780	10,998
Amortisation of intangible assets	12	94	86
Revaluation of investment property	11	-	(665)
Profit on disposal of assets		(50)	(40)
Increase in inventories		(50)	(48)
Decrease/(Increase) in debtors		5,136	(3,318)
(Decrease) in creditors		(1,036)	(176)
Change in relation to pension provision		1,513	1,129
Net cash inflow from operating activities		**54,314**	**51,552**

24. Commitments

At 31 December, the Company had the following capital commitments:

	2021 €'000	2020 €'000
Future capital expenditure not provided for		
Contracted for	30,205	59,676
Authorised by the Directors but not contracted for	-	-
	30,205	**59,676**

Notes to the Financial Statements (continued)

25. Lessor Operating Leases

Total operating minimum lease payments receivable under non-cancellable operating leases are as follows:

	2021 €'000	2020 €'000
Land		
One year	12,600	11,615
Two to five years	41,960	39,377
Greater than five years	295,947	285,729
	350,507	**336,721**

The Company earned €15.3m (2020: €14.4m) in rental income for the year. The above amounts represent future rental income receivable over the life or up to the first break clause of the operating lease agreements in place as at 31 December 2021.

26. Financial Instruments

The Company has the following financial instruments:

	2021 €'000	2020 €'000
Financial assets that are debt instruments measured at amortised cost:		
Trade debtors	12,297	15,095
Other debtors	482	1,935
	12,779	**17,030**
Cash at bank and in hand	**123,968**	**160,137**
Financial liabilities measured at amortised cost:		
Bank loans	288,167	293,430
Trade creditors	1,196	2,331
Other creditors	10,200	13,627
	299,563	**309,388**

27. Directors' Remunerations

	2021 €'000	2020 €'000
Emoluments	425	409
Contributions to retirement benefit schemes		
- Defined benefit	89	75

Retirement benefits are accruing to two Directors (2020: two Directors) under defined benefit schemes.

The Directors do not participate in any long term incentive schemes nor do they have any equity interests in the Company. There were no payments during the year (2020: NIL) in respect of compensation for loss of office or other termination payments.

27. Directors' Remunerations (continued)

Included in the above is the remuneration package of the Chief Executive made up as follows:

	2021 €'000	2020 €'000
Director's Fees	13	13
Salary	185	185
Other Benefits including Pension Costs and Taxable Benefits	61	61
	259	**259**

Director's Fees	2021 €'000	2020 €'000
J Grant	22,902	-
E O'Reilly	12,600	12,600
M Brophy	12,600	12,600
H Collins	518	12,600
G Darling	12,600	12,600
M Hand	12,600	12,600
K Nolan *	12,600	12,600
L Williams	-	12,600
J Kelly **	11,582	-
	98,002	**88,200**

* In Addition to the Directors' fees, Mr. Nolan was paid as an employee of Dublin Port Company.

** Mr. Kelly was appointed by the Board to act as Chairperson of the Audit and Risk Committee pending the filling of an existing Board vacancy.

Key management compensation

The compensation paid or payable to key management is shown below:

	2021 €'000	2020 €'000
Salaries and other short term benefits	1,836	1,744
Post-employment benefits	319	264
Total key management compensation	**2,155**	**2,008**

The key management compensation amounts disclosed represents compensation to those people having the authority and responsibility for planning, directing and controlling the activities of the Company. The key management personnel include Board Members and members of the executive management team. The amounts stated above are inclusive of employer's PRSI.

Notes to the Financial Statements (continued)

28. Employees

	2021 €'000	2020 €'000
Staff costs comprise:		
Wages and salaries	12,336	11,942
Allowances	429	410
Overtime	680	464
Social insurance costs	1,361	1,246
Other pension costs - Defined Benefit Schemes *(see note 30)*	1,691	1,233
Other pension costs - Defined Contribution Scheme *(see note 30)*	1,005	848
	17,502	**16,143**

Of the total staff costs €1,178,000 (2020: €1,085,000) has been capitalised into tangible fixed assets and €16,324,000 (2020: €15,058,000) has been treated as an expense in the Profit and Loss account.

The average number of persons employed by the Company during the year was 156 (2020: 154).

Short-term employee benefits

€	2021 No. of Employees in Band	2020 No. of Employees in Band
50,000 – 74,999	46	51
75,000 – 99,999	47	49
100,000 – 124,999	30	23
125,000 – 149,999	18	12
150,000 – 174,999	4	3
175,000 – 199,999	4	4

Short-term employee benefits in relation to services rendered during the reporting period include salary, overtime, allowances and other payments, but exclude employer's PRSI.

29. Related Party Transactions

In accordance with FRS102 the Company is exempt from disclosure of transactions with other state owned entities.

As noted in note 1, one ordinary share is held by the Minister for Finance and the remainder are held by the Minister for Transport at 31 December 2021.

During the year services were received from Certification Europe to the value of €5,365. Michael Brophy, Director of Dublin Port Company is also a Director of Certification Europe.

No Board member, who would be regarded as a related party, or members of key management staff have undertaken any material transactions with the Company during the year.

As noted in note 15, there is €1.8m due to the Company from the pension funds (2020: €2.7m).

30. Post-employment benefits

The Company operates four defined benefit pension schemes and a defined contribution pension scheme. On 1 January 2005 the defined benefit schemes were closed to new entrants.

Defined Contribution Scheme

Employees joining the Company after 1 January 2005 are members of the defined contribution scheme. Contributions are paid by the members and by the Company at fixed rates. During the year the Company contributed €1,005k (2020: €848k) to the defined contribution scheme and this amount was charged to the Profit and Loss account. Irish Pensions Trust Limited, an independent professional trustee Company, is the sole trustee of the defined contribution scheme.

Defined Benefit Schemes

a) The Company operates four defined benefit pension schemes based on final pensionable salaries for eligible employees, including employees and former employees of Dundalk Port Company and the Company's predecessor entity, Dublin Port & Docks Board.

The four schemes are administered by trustees. The schemes are "The Dublin Port Superannuation Fund 1996", "The Dublin Port Company Pilots Superannuation Fund", "The Dublin Port Company Chief Executive Retirement Benefits Scheme" and "The Dublin Port Company Pension Scheme for Former Employees of Dundalk Port Company".

The Company and scheme members appoint the trustees of the Dublin Port Superannuation Fund 1996. The most recent member trustee election for the Dublin Port Superannuation fund 1996 was held in 2017 and the appointment of four candidates was ratified by the Board at its meeting on 8 December 2017. In addition to the four member trustees, the Company also appointed a further four trustees.

Irish Pensions Trust Limited, an independent professional trustee Company, is the sole trustee of the other three Schemes.

There are no unfunded schemes in place as at 31 December 2021.

b) Actuarial Valuation

The funding position of the four defined benefit schemes is assessed in accordance with the advice of independent actuaries. The funding position is formally assessed at three yearly intervals.

The Company intends to make regular contributions to the four schemes in accordance with the recommendations set out by the actuaries in the relevant actuarial reports for each scheme.

The most recent applicable actuarial valuation reports for the main defined benefit schemes was prepared with at 1 January 2021. The reports were completed by Mercer, who are neither officers nor employees of the Company. The valuation reports at 1 January 2021 are available for inspection by scheme members but not for public inspection.

The next valuation reports for these schemes are due to be prepared as at 1 January 2024.

Funding Standard valuation basis (unaudited information):

The four defined benefit schemes are required to meet the minimum Funding Standard (FS) in accordance with Section 44 of the Pensions Act, 1990 (as amended). The FS, in general terms, measures whether accumulated assets cover liabilities accrued to members, assuming the schemes were wound up at the valuation date. The assumptions on which the FS liability is determined are prescribed in legislation and actuarial guidance. The most recently completed actuarial funding certificates for the main defined benefit schemes were submitted to the Pensions Authority with an effective date of 31 December 2020 and confirmed that the schemes satisfied the FS at that date.

Following the actuarial review at 1 January 2022, it was found that four defined benefit schemes would have met the FS as at 1 January 2022. Overall assets of the schemes were €295.0m and overall liabilities under the FS were €187.6m, resulting in an aggregate surplus of €107.4m on the FS basis.

Notes to the Financial Statements (continued)

30. Post-employment benefits (continued)

Long-term valuation basis (unaudited information):

The Company's intention is to continue to provide funding in accordance with the actuary's recommendation to ensure that the schemes continue to operate and provide for pension payments in the long term future.

The actuarial valuations at 1 January 2021 for such funding purposes were prepared using an actuarial valuation method known as the "attained age" method. The principal actuarial assumptions adopted in the valuation were market based by reference to the Eurozone interest rate swap curve and HICP Euro inflation curve. This provided a weighted average discount rate of approximately -0.24% p.a. and a weighted average price inflation rate of 1.3% p.a. Increases in salaries was assumed to be price inflation plus 1.25% giving a net 2.55% and the increase in pensions in payment would be price inflation at 1.3% per annum. Under this valuation method at 1 January 2021, overall assets were €285.3m and overall accrued liabilities were €268.2m. This resulted in an aggregate surplus of €17.1m and a funding ratio (assets: liabilities) as at 1 January 2021 of 106%.

Following an interim actuarial review at 1 January 2022 based on the same assumption principles, overall assets were estimated at €295.0m and overall liabilities were estimated at €286.2m resulting in an aggregate surplus of €8.8m and a funding ratio of 103%.

The next formal valuations will be prepared at 1 January 2024.

c) FRS 102 "Employee Benefits"

The defined benefit obligations of the Company have been valued by independent actuaries for the purposes of FRS 102 as at 31 December 2021. The valuation was prepared using an actuarial valuation method known as the "projected unit credit" method. As the schemes are closed to new entrants, the schemes have an age profile that is rising and therefore under the projected unit method the current service cost will increase as members of the scheme approach retirement.

Financial Assumptions:

The main financial assumptions to calculate the benefit obligations (liabilities) FRS 102 at the Balance Sheet date were:

	31 December 2021	31 December 2020
Rate of interest applied to discount benefit obligations	1.30%	0.95%
Projected rate of increase of salaries	3.0% for 2022-2025, 3.5% thereafter	0% for 2021, 2.5% for 2022-2023, 3% thereafter
Projected rate of increase of pensions in payment	2.10%	1.35%
Rate of increase of pensions in deferment	2.10%	1.35%
CPI Inflation	2.10%	1.35%

The discount rate used in the calculation of the pension liability is determined by reference to market yields at the Balance Sheet date on high quality corporate bonds. The currency and term of the corporate bonds is consistent with the currency and estimated term of the benefit obligations. Having regard to the duration of the scheme benefit obligations, a discount rate of 1.30% was adopted at 31 December 2021.

30. Defined Benefit Schemes (continued)

Demographic Assumptions:

The assumptions relating to the life expectancy at retirement for members is set out below:

	Male Years	2021 Female Years	Male Years	2020 Female Years
Current members age 40 (life expectancy at age 65)	24.1	26.0	24.3	26.3
Current pensioners age 65 (life expectancy at age 65)	22.4	24.1	22.5	24.4

Scheme Assets:

The investment allocations of assets at the Balance Sheet date were:

Asset Class	Proportion of Scheme assets at 31 December 2021	Proportion of Scheme assets at 31 December 2020
Bonds	91.42%	91.12%
Property	0.00%	0.00%
Other	8.58%	8.88%
	100.0%	**100.0%**

Under FRS102, the expected return on assets is set equal to the discount rate.

The fair value of the assets in the pension schemes at the Balance Sheet date were:

	Fair value at 31 December 2021	Fair value at 31 December 2020
Bonds	269,698	260,101
Property	-	-
Other	25,309	25,362
Total Fair value of Assets	**295,007**	**285,463**

The amounts recognised in the statement of financial position are as follows:

	31 December 2021 €'000	31 December 2020 €'000
Fair value of scheme assets	295,007	285,463
Defined benefit obligation	(242,349)	(229,751)
Defined benefit asset	**52,658**	**55,712**
Presented in financial statements as follows:		
Investments – surplus on funded schemes *(see note 16)*	**52,658**	**55,712**

Notes to the Financial Statements (continued)

30. Defined Benefit Schemes (continued)

Analysis of the amounts included in the Profit and Loss Account:

	2021 €'000	2021 €'000
Cost (excluding interest)		
Service cost	**(1,691)**	**(1,233)**
Net interest cost		
Interest income on scheme assets	2,670	3,458
Interest on pension scheme benefit obligations	(2,137)	(2,855)
Net interest income	**533**	**603**
	(1,158)	**(630)**

Analysis of the re-measurements amounts recognised in other Comprehensive Income:

	2021 €'000	2021 €'000
Return on plan assets (excluding interest income)	15,748	10,268
Effect of experience adjustments	(10,392)	2,495
Effect of changes in assumptions	(7,738)	(4,569)
Total re-measurements included in other Comprehensive Income	**(2,382)**	**8,194**

30. Defined Benefit Schemes (continued)

Movement in scheme assets and benefit obligations

	Assets €'000	Benefit obligations €'000	Net surplus €'000
At 31 December 2019	281,535	(233,491)	48,044
Current service cost	-	(1,233)	(1,233)
Past service credit	-	-	-
Interest on scheme benefit obligations	-	(2,855)	(2,855)
Interest income on scheme assets	3,458	-	3,458
Return on scheme assets (excluding interest income)	10,268	-	10,268
Re-measurement due to experience adjustments	-	2,495	2,495
Re-measurement due to change in assumptions	-	(4,569)	(4,569)
Members' contributions	271	(271)	-
Benefits paid from scheme	(10,173)	10,173	-
Employer contributions	104	-	104
As at 31 December 2020	**285,463**	**(229,751)**	**55,712**

Movement in scheme assets and benefit obligations

	Assets €'000	Benefit obligations €'000	Net surplus €'000
At 31 December 2020	**285,463**	**(229,751)**	**55,712**
Current service cost	-	(1,102)	(1,102)
Past service cost	-	(589)	(589)
Interest on scheme benefit obligations	-	(2,137)	(2,137)
Interest income on scheme assets	2,670	-	2,670
Return on scheme assets (excluding interest income)	15,748	-	15,748
Re-measurement due to experience adjustments	-	(10,392)	(10,392)
Re-measurement due to change in assumptions	-	(7,738)	(7,738)
Members' contributions	235	(235)	-
Benefits paid from scheme	(9,595)	9,595	-
Employer contributions	486	-	486
As at 31 December 2021	**295,007**	**(242,349)**	**52,658**

The employer expects to contribute €0.5 million to the pension schemes in 2022.

Notes to the Financial Statements (continued)

30. Defined Benefit Schemes (continued)

Sensitivity Analysis of Scheme Benefit obligations:

The sensitivity of the defined benefit obligation to changes in the mortality assumptions is set out below:

	2021 Existing Assumption	2021 +1 Year	2021 -1 Year
Benefit obligations (€'000)	242,349	252,464	232,443
Change in benefit obligations (€'000)		(10,115)	9,906
% Change (as % of original)		(4.2%)	4.1%

The sensitivity of the defined benefit obligation to changes in the discount rate is set out below:

	2021 Existing Assumption	2021 -0.25%	2021 +0.25%
Discount Rate	1.30%	1.05%	1.55%
Benefit obligations (€'000)	242,349	251,593	233,561
Change in benefit obligations (€'000)		(9,244)	8,788
% Change (as % of original)		(3.8%)	3.6%

31. Events after the reporting date

There have been no events between the Balance Sheet date and the date on which the financial statements were approved by the Board, which would require adjustment to the financial statements or any additional disclosures.

32. Approval of the Financial Statements

The Directors approved the financial statements on 25th March 2022.

	2021	2020	2019
Vessels – Total Arrivals	**7,253**	**7,282**	**7,898**
Throughput ('000 gross tonnes)			
Imports/Exports			
Imports	21,217	21,714	22,858
Exports	13,723	15,150	15,280
Total	**34,940**	**36,864**	**38,138**
RoRo	21,053	23,877	24,348
LoLo	7,907	7,126	7,290
Bulk Liquid	3,938	3,871	4,662
Bulk Solid	1,973	1,957	1,820
Break Bulk	69	33	17
Total	**34,940**	**36,864**	**38,138**
Unitised volumes			
RoRo units	962,075	1,060,979	1,059,103
LoLo units	466,737	423,715	432,510
Total units	**1,428,812**	**1,484,894**	**1,491,613**
LoLo TEU	842,838	758,013	774,000
Trade vehicles	82,457	74,373	98,897
Ferry passengers	845,326	832,616	1,949,229
Tourist vehicles	251,938	214,700	559,506

Port Statistics (un-audited)

The financial statements cover the year ended 31 December 2021 together with comparative figures for 2020.

For comparison purposes, the un-audited statistics reproduced above cover trade for Dublin Port Company for the calendar years 2019 – 2021.

Vessels – Total Arrivals

Imports Throughput ('000 tonnes)

Exports Throughput ('000 tonnes)

RoRo Throughput ('000 tonnes)

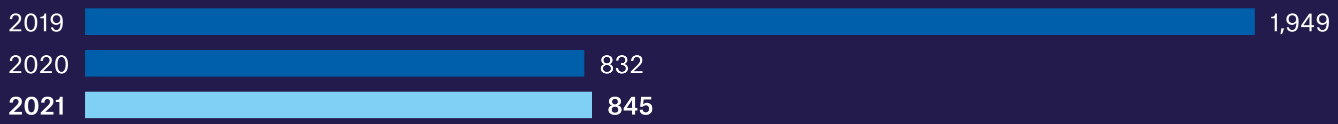
LoLo Throughput ('000 tonnes)

Bulk Liquid Throughput ('000 tonnes)

Bulk Solid Throughput ('000 tonnes)

Unitised Volumes Total Units ('000)

Passenger Numbers ('000)



Alexandra Basin Redevelopment Project

Facilitating growth at Ireland's No.1 Port

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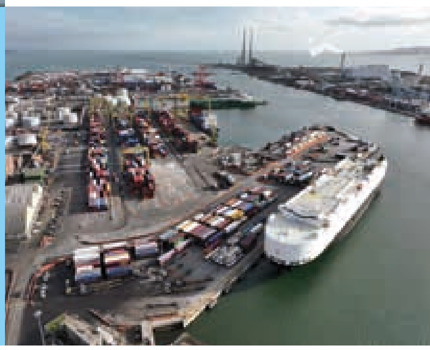
Notes



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