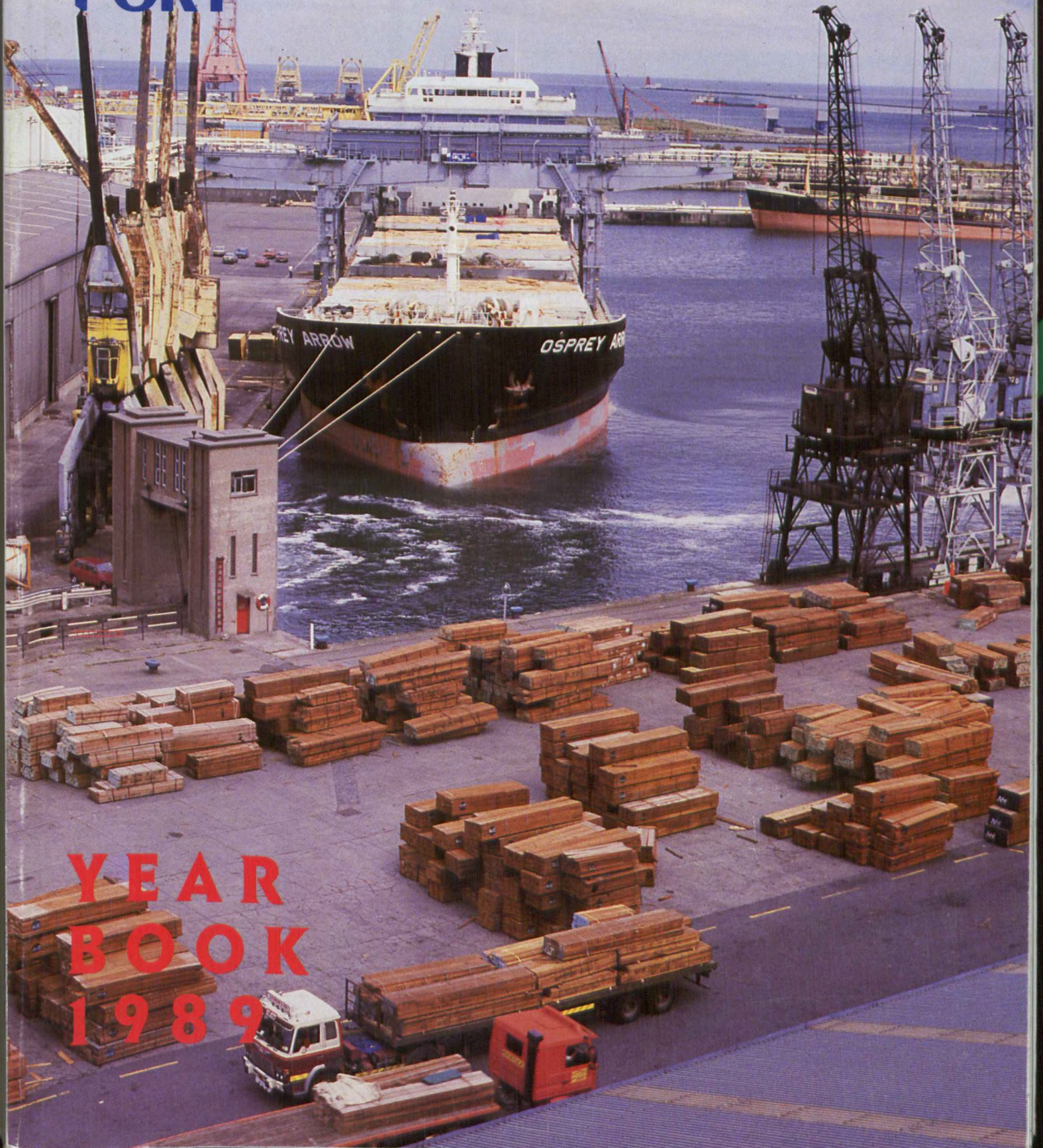




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or **Tom Walsh**
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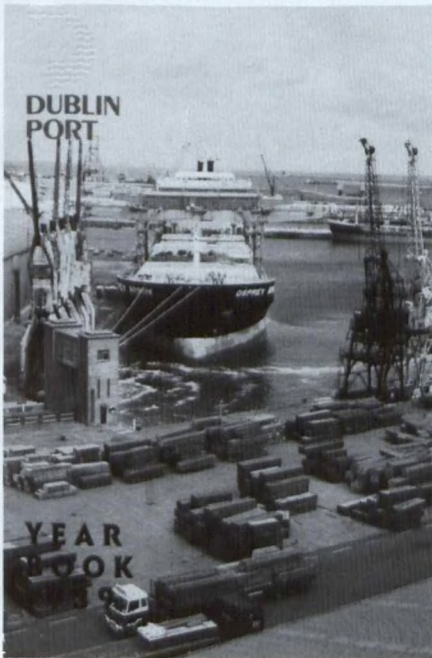
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Our front cover shows view of Ocean Pier in foreground with timber being delivered by road transport. The M.V. Osprey Arrow is shown berthed at Alexandra Quay East, while in the background can be seen the oil jetties. Behind these jetties are the B and I and Sealink terminals.



DUBLIN PORT

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The St. Patrick in dry dock.

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Every effort has been made to ensure the accuracy of the information contained in this Guide, but the publisher cannot accept responsibility for errors or omissions.

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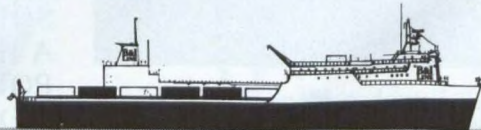
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FOREWORD



In this, my first year as Chairman of Dublin Port, I am happy to record another year of stability in most areas of port operations. Progress continues to be made in attracting trade back to the Port. In fact, throughput figures for non-oil traffic are extremely heartening when all the various influencing factors are taken into consideration.

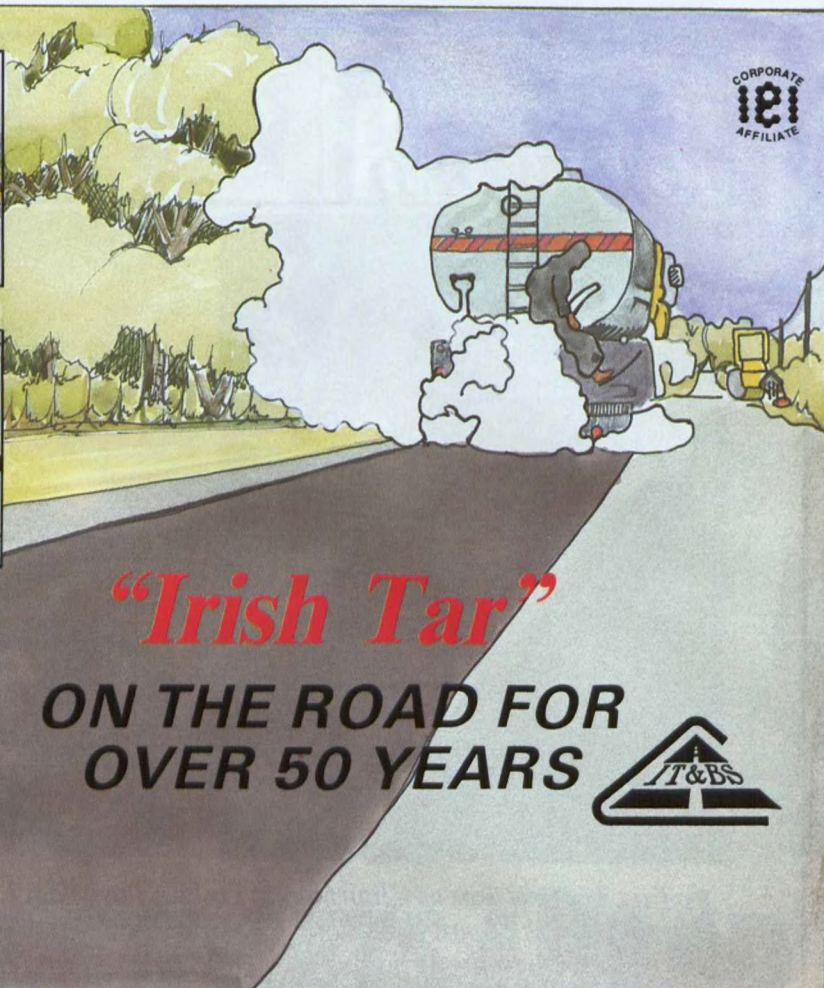
In the Millennium year just finished, Dublin Port adopted a constructive and participative approach to the various activities. Hopefully many more people now realise that it was the development of Dublin as a port and landing area for cargo, which led to its growth and development into the vibrant living organism we know today.

Because of my long family connection with the port oriented constituency of Dublin Central, I have long had a personal interest in the development of Dublin Port. The modern facilities which exist in the port today are a credit to my predecessors as Chairman of Dublin Port and to the staff of the Port Board. The change from the labour intensive industry of earlier years to the capital intensive, highly technological industry of today has had many effects on employment levels in the area. However, the investment in facilities has guaranteed a higher quality and greater security of employment then heretofore.

My personal high level of interest in the environment will continue during my tenure in office and the Port Board's commitment to the preservation and enhancement of the many environmental features of Dublin Port and inner bay area will guarantee the future of this major attraction in our city and port.

John Stafford T.D.
Chairman

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D.P.A., M.C.I.T.

Chief Engineer:

M. F. Ennis B.E., B.Sc., C.Eng.,
M.I.E.I., M.I.C.E.

Harbour Master and Pilotage

Superintendent:

Capt. C. J. Lawless, M.C.I.T.

Commercial and Warehouse Manager:

J. F. Furlong, B.Comm.

Financial Controller:

B. K. O'Hegarty, F.C.A., M.C.I.T.

Personnel Manager.

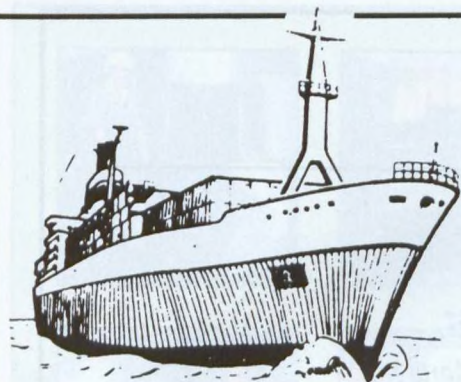
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Law Agent:

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General Manager.*



*B. N. Shanley,
Secretary.*



*M. F. Ennis,
Chief Engineer.*



*Capt. C. J. Lawless,
Harbour Master.*



*W. S. Barrett,
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*G. J. Agnew,
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TELEX: 61407
TELEFAX: 0407-5344

OFFICES AND SERVICES



Port Centre

Head Office:

Port Centre, Alexandra Road,
Dublin 1.

Administration:

Telephone 722777
Telefax 735946

Engineering:

Telephone 748771
Telex 32508

Harbour and Traffic:

Telephone 748771
Telex 32508

Warehousing

Telephone 722777
Telex 32508
Telefax 735946

DUBLIN PORT AND DOCKS BOARD
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After Hours (DIRECT LINES)

Berthing Master, North Wall	748779
Harbour Police, Bond Road	748771
Port Yard Gate, East Wall Road	748775
Cranes (Maintenance & Operations)	748777
Warehousing	748774

Direct Lines

Warehouse Stack D, Alexandra Road	742005
Berthing Master, South Bank Quay	683596
Berthing Master, Alexandra Quay	741241
Hailing Station, Eastern Breakwater	743961
Pilot Shore Station, Eastern Breakwater	749598
Harbour Police Superintendent, 3 South Branch Road	730369
Harbour Police, Bond Road	727476
Deputy Superintendent (Fire Protection)	742445

Emergency Services

During Working Hours	748771
Outside Working Hours, North Side (Communications Centre)	748771
(Communications Centre)	748772
(Communications Centre)	748773
Outside Working Hours, South Side	683596

Port Information & Advisory Service

This service was established by the Board to advise and assist importers and exporters who experience any difficulty in moving their goods rapidly through the Port.

When an inquiry has been received an officer is assigned to ascertain the cause of the delay and to help in finding and applying the remedy.

The service covers a wide range of situations and, therefore, can be most effectively used in specific instances. It is free of charge and is only a telephone call away.

Should you have occasion to use this service please telephone **722777** and ask for Port Information Service, write to-**Commercial & Warehouse Manager, Dublin Port, Port Centre, Alexandra Road, Dublin 1.**

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Dublin Cargo Handling Ltd.

Directors: J. H. Donovan, Chairman,
B. W. Lynch, D. J. Shelly,
H. C. Tierney, J. A. Lenehan,
R. N. Hayes.

In July 1982 Dublin Cargo Handling Ltd. first became operational and took over sole responsibility for stevedoring operations in the deep-sea section of Dublin Port. The company became a wholly owned subsidiary of the Dublin Port and Docks Board in October 1983.

Since that time dynamic changes have taken place in Dublin's deep sea port. A rationalisation of the dock labour force and a new working agreement signed in September of 1985 has led to dramatic improvements in customer service. A new

commitment exists to a first-class uninterrupted service to port users and this is backed up by a peace clause which has been agreed initially for a three year period.

An extensive programme of investment in new equipment to meet the changing demands of trade is well under way. Four new Hyster 920 front end trucks with telescopic spreaders are now in service and a fifth machine will be added to the fleet during the year, thus greatly enhancing the container handling capacity of the Southside Container Terminal. The replacement of the entire fleet of smaller fork lift trucks will be completed this year and new bulk handling equipment has also been acquired.

In addition, the company is prepared to consider joint venture investment with shipping lines, agents or end customers in special equipment to meet the needs of specific cargoes.

Dublin Cargo Handling Ltd. provide a complete range of stevedoring services for cargo in the deep sea section of Dublin Port. For further information you can contact: Dublin Cargo Handling Ltd., East Wall Road, Dublin 1. Telephone (01) 745023, Head Office Fax 745028, South Bank Fax 689892.

WHO TO CONTACT



*Peter Conlon
Chief Executive*



*Berkeley Vincent
Commercial/Operations
Manager.*



*Michael Fitzgerald,
Company Secretary*



*Paul Halpin
Commercial Executive.*



*Tom Walsh,
Commercial Executive.*



*Eamon Shine,
Terminal Manager,
South Bank Tel. 689422.*



*Capt. Harry Sheill,
Terminal Manager,
Ocean Pier Tel. 749236.*



Amfitriti - loading milk powder 26th July '88.

General Information

Port Authority

Dublin Port and Docks Board (under Harbours Act, 1946, and earlier Acts).

Limits of Dublin Port

Dublin Port includes all the water between Rory O'More Bridge (over the River Liffey) and an imaginary line drawn from the Martello Tower at Sutton on the North side of Dublin Bay to Sorrento Point at Dalkey on the South Side, but excluding Dun Laoghaire Harbour.

Pilotage

The Dublin Port and Docks Board is also the Pilotage Authority for the Dublin Pilotage District. The Limits of the Compulsory Pilotage District are the waters of the River Liffey below Butt Bridge and so much of the sea westward of the sixth meridian west longitude as lies between the parallels of latitude passing through the Baily Lighthouse on the North and through Sorrento Point on the South, including all bays, creeks and harbours and all tidal and enclosed docks within such area. The Pilotage service is based on a pilot shore station situated on the Eastern Breakwater and is operated by direct boarding cutters each about 15 metres long. The Harbour Office, Pilot Shore Station and Pilot Cutters are equipped with VHF/FM radio, Hague Channels 16, 12 and 6.

Towage

To cater for large ocean-going vessels using the Port, the Board has provided three modern diesel tugs: two conventional tugs fitted with Kort Rudders and one tug with twin Voith Schneider propellers. They are equipped with VHF/FM radio, Hague Channels 16, 12 and 6 and with modern fire pumps.

Tides

Mean H. W. Springs Dublin Bar, 3.9 metres. Mean H.W. Neaps, 3.4 metres. Prevailing winds are S.W. to N.W. All depths are referred to the Lowest Astronomical Tide. This level is defined as "the lowest level which can be expected to occur under average meteorological conditions and under any combination of astronomical conditions". This datum is referred to as L.A.T. and is 0.23m. below Port datum.

Anchorage

It is the general practice to use Scotch Bay just east of Dun Laoghaire, about 11 kilometres from the Quays of Dublin. Depth at L.W. 11 to 18 metres.

Verification of Depths

All Berth, Channel and Bar depths given hereunder are standard low water maintenance depths, which are liable to reduction through silting or other causes. Verification of depths in the Port should, therefore, be obtained from the Harbour Master's Office, Port Centre, Dublin 1.

THIS PUBLICATION IS NOT INTENDED FOR SHIP OPERATIONAL USE

Entrance and Depths

The approach to the Harbour of Dublin is well lighted and easy of access. There is a channel across the Bar at M.L.W.S. of 7.8 metres.

At present, vessels can enter the port on various tides as hereunder:

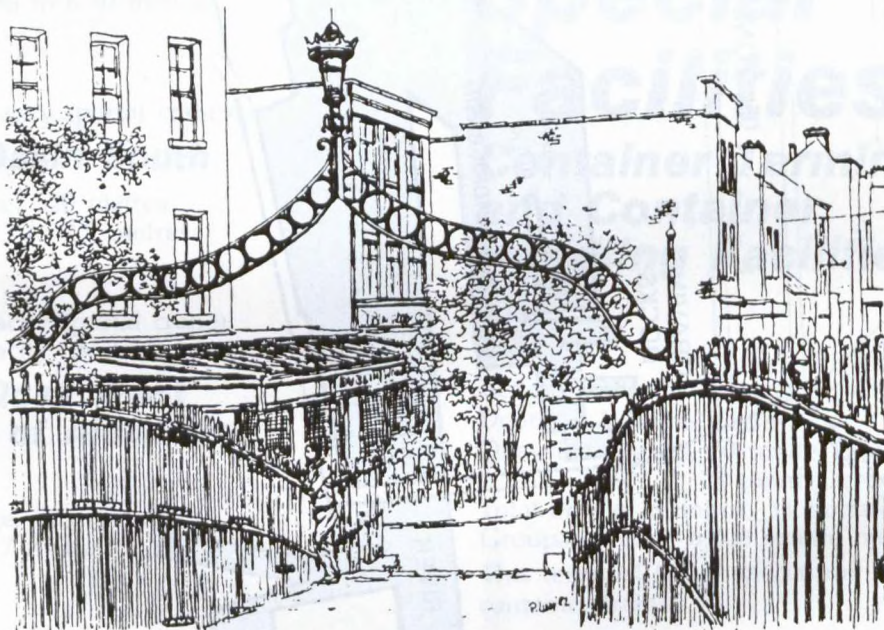
Drawing 10.20 metres on H.W. of Normal Tides
Drawing 10.50 metres on H.W. of Spring Tides.

The inner Channel of the Harbour, formed by the almost straight channel of the River Liffey from the entrance at Poolbeg Lighthouse to Alexandra Basin is 215 metres wide for the greater part of its length and is maintained at a depth of 7.8 metres at L.W.

From the Alexandra Basin entrance, the River is quayed for a distance of nearly 3 kilometres to Talbot Memorial Bridge in the centre of the city.

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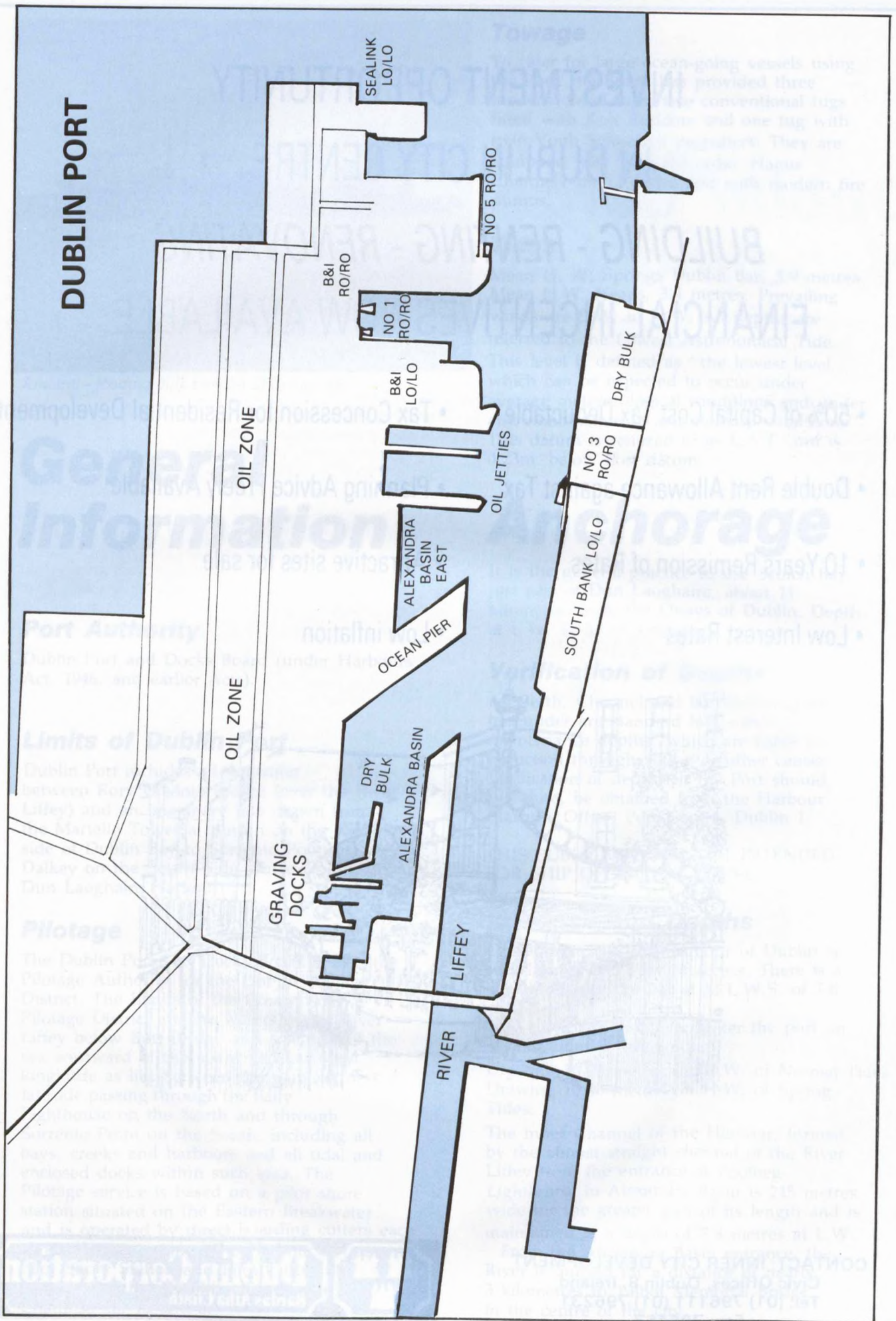
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DUBLIN PORT



Details of Berths and Quayside Cranes

North Side from Memorial Road to North Wall Lighthouse

Length of berthage, 2.244 kilometres
Depth at L.W., 4.88 to 6.70 metres.

Board's Cranes:

1 of 6 tonnes capacity (portal crane)
7 of 4 tonnes capacity (portal cranes)

South Side from Moss Street to Ringsend Gut

Length of berthage, 1.598 kilometres
Depth at L.W. 4.88 to 6.70 metres

Board's Cranes:

6 of 4 tonnes capacity (portal cranes).

Alexandra Basin South

Length of berthage, 520 metres
Depth at L.W., 7.3 to 7.9 metres.

Board's Cranes:

1 of 6 tonnes capacity (portal crane)
4 of 4 tonnes capacity (portal cranes).

Alexandra Quay West (North Side of Alexandra Basin)

Length of berthage, 375 metres,
Depth at L.W., 9.7 metres.

Board's Cranes:

1 of 6 tonnes capacity (portal crane)
6 of 4 tonnes capacity (portal cranes).
Modern grain discharging plant, privately owned.

Alexandra Quay East

Length of berthage, 360 metres.
Depth at L.W., 10.3 metres.

Board's Cranes:

5 of 4 tonnes capacity (portal cranes).

Ocean Pier West (East side of Alexandra Basin)

Length of berthage, 418 metres.
Depth at L.W., 9.7 metres.

Board's Cranes:

1 of 10 tonnes capacity (portal crane).
7 of 4 tonnes capacity (portal cranes).
1—46 metres jib derrick crane of 35 tonnes capacity for overseas container and unit load traffic.

Ocean Pier South

Length of berthage, 142 metres
Depth of L.W., 10.3 metres.

Ocean Pier East

Length of berthage, 244 metres.
Depth of L.W., 9.7 metres.

Board's Cranes:

4 of 4 tonnes capacity (portal Cranes).

Special Facilities

Container Terminals and Container Handling Facilities

B&I

Length of Berth, 229 metres
Depth of L.W., 6 metres
Quayside Cranes, 30 tonne Transporter
28 tonne Derrick

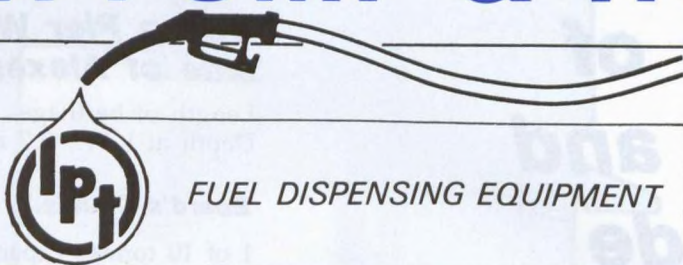
Total area of terminal, 11 hectares
Groupage shed, 6,000 square metres
This terminal has a special rail siding for container trains.

Sealink - British Ferries

Length of berth, 145 metres
Depth at L.W., 6 metres
Quayside Cranes,
Two 30 tonne Transporter Cranes
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Total Storage Area, 3.25 hectares
Groupage facilities are sited elsewhere in Port.

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CARGO ON THE MOVE AT DUBLIN PORT



Liebherr container cranes at South Bank Quay.

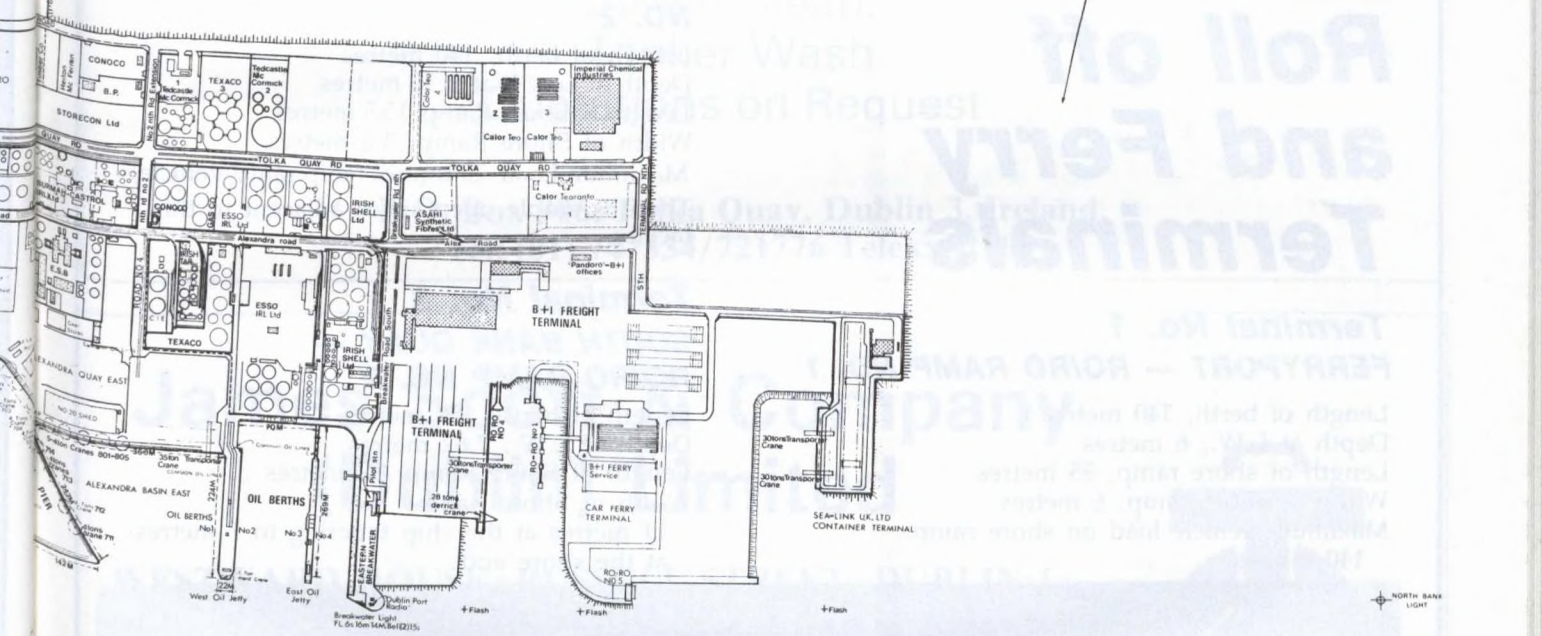
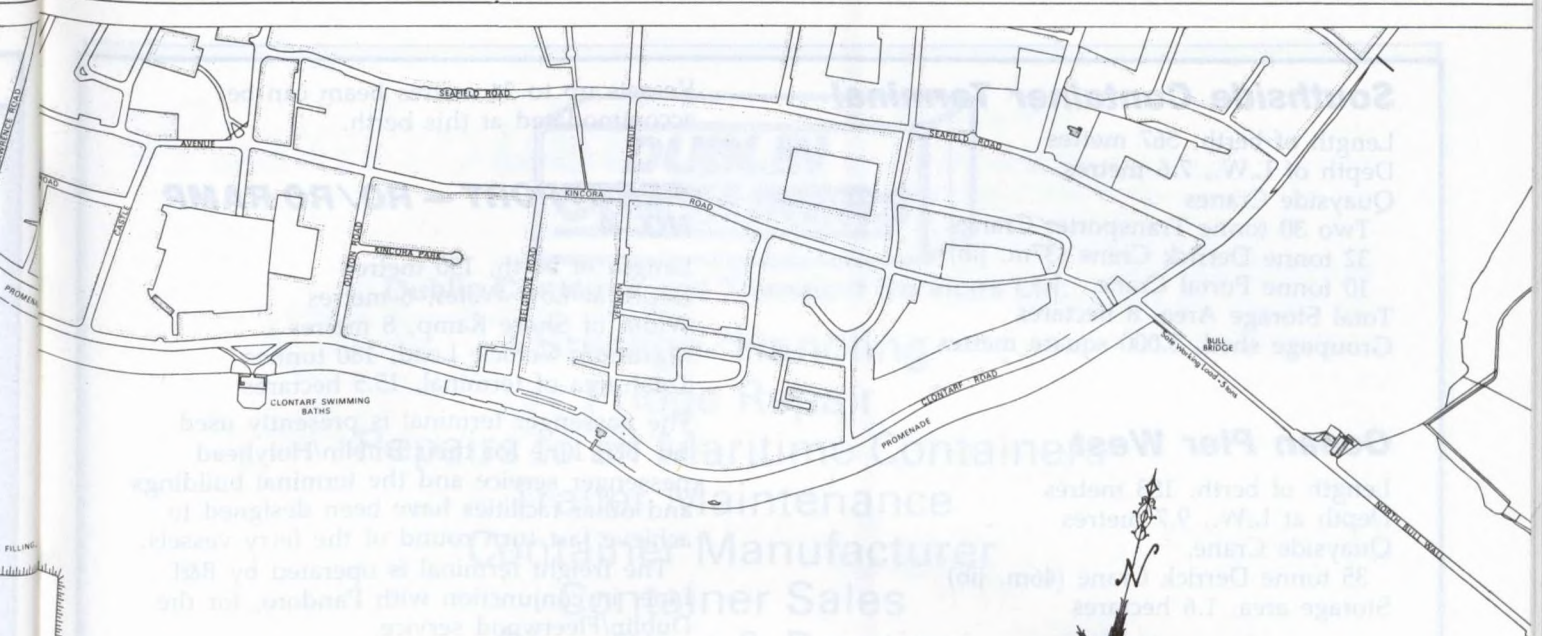


Moving W. African cargo discharged ex River OJI 26/7/88.

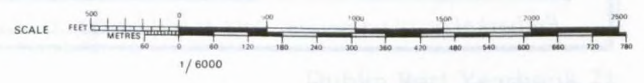
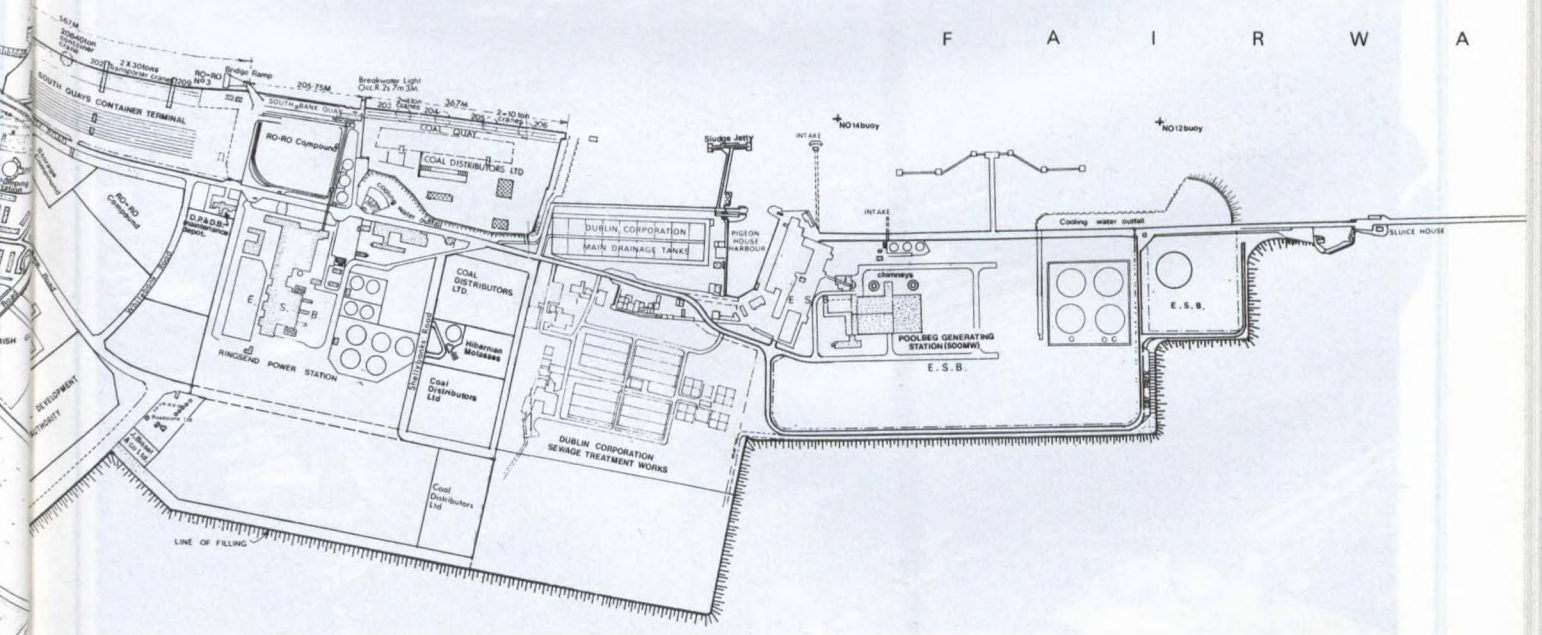


DUBLIN PORT





F A I R W A



ALL DIMENSIONS ARE SHOWN IN METRES. (1 Metre = 3.28 Feet)

Southside Container Terminal

Length of berth, 567 metres
Depth of L.W., 7.6 metres
Quayside Cranes
Two 30 tonne Transporter Cranes
32 tonne Derrick Crane (37m. jib)
10 tonne Portal Crane
Total Storage Area, 8 hectares
Groupage shed, 3,000 square metres

Ocean Pier West

Length of berth, 183 metres
Depth at L.W., 9.7 metres
Quayside Crane,
35 tonne Derrick Crane (46m. jib)
Storage area, 1.6 hectares

Roll on/ Roll off and Ferry Terminals

Terminal No. 1 FERRYPORT — RO/RO RAMP NO. 1

Length of berth, 140 metres
Depth at L.W., 6 metres
Length of shore ramp, 35 metres
Width of shore ramp, 6 metres
Maximum vehicle load on shore ramp,
140 tonnes

Vessels up to 24 metres beam can be accommodated at this berth.

FERRYPORT — RO/RO RAMP NO. 4

Length of berth, 150 metres
Depth at Low Water, 6 metres
Width of Shore Ramp, 8 metres
Maximum Vehicle Load, 180 tonnes
Total area of terminal, 15.5 hectares

The passenger terminal is presently used by B&I Line for their Dublin/Holyhead passenger service and the terminal buildings and other facilities have been designed to achieve fast turn round of the ferry vessels.

The freight terminal is operated by B&I Line, in conjunction with Pandoro, for the Dublin/Fleetwood service.

Terminal No. 2 OCEAN PIER — RO/RO RAMP NO. 2

Length of berth, 140 metres
Depth at Low Water, 10 metres
Length of Shore Ramp, 15.5 metres
Width of Shore Ramp, 3.6 metres
Maximum Load, 20 tonnes (ship ramp-vehicle)
There is ample open space adjacent to this facility.

Terminal No. 3 SOUTH BANK QUAY — RO/RO RAMP NO. 3

Length of berth, 152 metres
Depth at L.W., 7.62 metres
Length of Shore Ramp, 32 metres
Width of Shore Ramp
11 metres at the ship tapering to 7 metres at the shore end



Embarkation of passenger cars at B&I Ferryport Dublin.



Dublin Container and Transport Services Ltd.

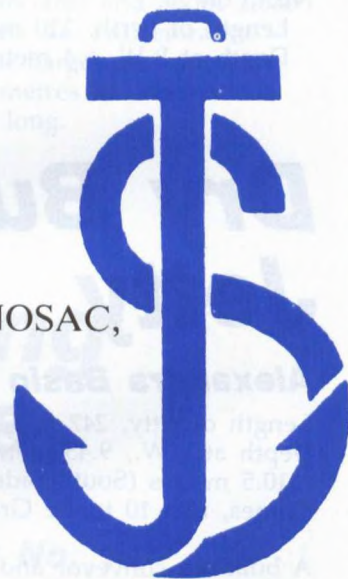
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SCOTT

Maximum vehicle load on shore ramp,
140 tonnes

A 3 hectare compound is available beside the ramp with an additional area of 1.6 hectares on the south side of Pigeon House road.

Terminal No. 4 SOUTH OF FERRYPORT — RO/RO RAMP NO. 5

Length of berth, 215 metres
Depth at Low Water, 11 metres
Length of Shore Ramp, 40 metres
Width of Shore Ramp, 20 metres at ship
tapering to 17.25 metres at shore end.
Maximum Vehicle Load, 180 tonnes
An area of approximately 12 hectares is
available for development as back-up
transit storage.

Oil Jetties

Western Oil Jetty

No. 1 oil
Length of berth, 226 metres
Depth at L.W. 9.9 metres
No. 2 oil
Length of berth, 235 metres
Depth of L.W. 9.9 metres

Eastern Oil Jetty

No. 3 oil
Length of berth, 207 metres
Depth at L.W. 9.37 metres
No. 5 oil
Length of berth, 110 metres
Depth at L.W. 6.4 metres

Dry Bulk Jetty

Alexandra Basin

Length of jetty, 247 metres
Depth at L.W., 9.45 metres (North Side)
10.5 metres (South Side)
Cranes, two 10 tonne Grabbing Cranes.

A bulk ore conveyor and ship loading system has been installed for use by Tara Mines for export of ore concentrates. The concentrates are stored in a warehouse connected to the rail system. The main jetty is also equipped with pipelines for molasses. The 9.15 metres approach section leading to the jetty has special facilities for smaller acid tankers. This jetty is also used for coal and grain imports. There is a conveyor system

linking the jetty to the coal yard which also has rail connections; while grain is discharged into silos by means of a similar conveyor system.

Coal/ Dry Bulk Quay

Length of quay, 357 metres
Depth of L.W., 11.4 metres
Open quay area, 4.25 hectares
Back-up area, 12 hectares
Cranes,

Two 10 tonnes Grabbing Cranes
Two 4 tonnes E.P. Cranes

This quay, with storage areas, hoppers, conveyor belts and grabbing cranes, is one of the most sophisticated coal/dry bulk handling berths in Western Europe.

The quay is also equipped with pipelines for molasses in bulk form.

Berths for Electricity Supply Board's Power Stations

Ringsend Power Station

Length of berth, 213 metres
Depth at L.W., 8.5 metres

Poolbeg Power Station

Length of berth, 198 metres
Depth at L.W., 11.3 metres
This berth, which can accommodate tankers of up to 35,000 tonne, has oil pipeline connections to the storage tanks serving the power station.

Warehousing

As well as its main function of managing the port, the Board also runs the largest warehousing operation in the country. Following the acquisition of the Custom House docks premises by the government the Board has transferred its operations to alternative warehouses at East Wall Road and to existing accommodation in the port area proper. The warehousing department continues to handle almost all tobacco consumed in the country and a large proportion of the tea and wines/spirits traffic. A modern transport fleet is also available for speedy collection and delivery of goods warehoused. Additional services include sorting, weighing, packing, bottling, blending, etc.

Enquiries regarding the Board's facilities and rates for both ordinary and bonded storage of goods should be addressed to the Commercial and Warehouse Manager, Dublin Port, Port Centre, Alexandra Road, Dublin 1. Telephone 722777.

Groupage Depot

A Groupage Depot has been established in the Board's Warehousing Department and caters for unit loads on both Cross-Channel and foreign services. Rates may be obtained from the Warehouse Manager, Port Centre, Alexandra Road, Dublin 1.

Oil Zone

The Board has created an Oil Zone, almost 41 hectares in extent, North of Alexandra Basin Extension in which sites are leased to the major oil companies and Coras Iompair Eireann for oil storage installations. Calor Teoranta also occupy sites in this area for the storage and distribution of liquified petroleum gas and there is also an installation for the transit storage of acrylonitrile imported by Asahi Synthetic Fibres (I) Ltd. Bulk bitumen is also handled in this area of the port. The present storage capacity for petroleum products in the Oil Zone is about 330,000 product tonnes and additional land has been reclaimed to cater for a planned expansion of the existing facilities.

Common User Oil Pipeline System

This system provides 21 pipelines to the Eastern Oil Jetty and 15 pipelines to the Western Oil Jetty. The cargoes of tankers berthed at these jetties can be discharged to the storage installations of any of the oil companies.

Oil Bunkering

Facilities are available at the Oil Jetties for obtaining bunkers from the various oil companies.

Bunkers may also be obtained at berths by means of oil company road tankers.

Railway Connections

Practically all the berths on the North side of the River and all the quays in Alexandra Basin are connected with the rail marshalling yards situated in the Port area.

Enclosed Docks

Grand Canal Docks (owned and operated by Office of Public Works) are on the South side of the River near Ringsend. These docks have an area of 10 hectares and about 1,830 metres of quays. There are two entrance locks, a small one for barges and another 45.7 metres by 10.7 metres for vessels not exceeding 45 metres long.

Graving Docks

Graving Dock No. 1.

Opened in 1860. Situated to the west of Alexandra Quay. Owned by the Dublin Port and Docks Board.

Length overall 125 metres. Width at entrance 21.3 metres; Depth over sill at H.W. O.S.T. 5.25 metres.

Depth over blocks at H.W. O.S.T. 4.57 metres.

Equipment — one 6 tonne E.P. Crane.

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FAX (G: 2/3) 01-725714

Cork Maritime

Terminal Building,

Tivoli Industrial Estate, Cork.

Telephone (021) 504811 Telex 75134

FAX (G: 2/3) 021-500122

Graving Dock No. 2

Opened 1957. Situated to the west of Alexandra Quay alongside Graving Dock No. 1. Owned by the Dublin Port and Docks Board.

Inside length with caisson gate in:-

Extreme outer position 202 metres;
normal outer position 194 metres.

Centre position 112 metres; inner position 78 metres.

Width at entrance 24.4 metres; depth over sill at H.W.O.S.T., 7.62 metres.

Depth over blocks at H.W.O.S.T., 6.80 metres.

The intermediate positions for the Caisson gates make it possible to operate the inner section so as to accommodate a small or medium size vessel independently of the remainder of the dock.

Electricity Supply

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

D.C. 200 V and 110 V 3 wire: 400, 300 and 100 amperes.

Equipment

One E.P. Crane, 25 tonnes at 22 metres radius to 5 tonnes at 30 metres radius. Seven power capstans of 5, 10 and 15 tonnes pull.

Water supply: Fresh and salt water hydrants at dock sides.

Lead-in Jetty: This dock is served by a Lead-in jetty 135 metres long.



Sealink - British Ferries Lo/Lo container vessel 'Rhodri Mawr' at her Dublin berth.

McElvaney
Motors
Ltd

1988 — SIN CELEBRATE 1 IN DUB



Lord Nelson passing East Link Bridge on its departure from Dublin.



Dyflin, Dublin's Millennium viking ship welcomes Kaskelot (background) to Dublin.



SING SHIPS MILLENNIUM PORT

WHAT'S IN THE PIPELINE?



*Kaskelot a three-masted
barque arriving at Dublin,
Easter 1988.*



Dyflin under sail.

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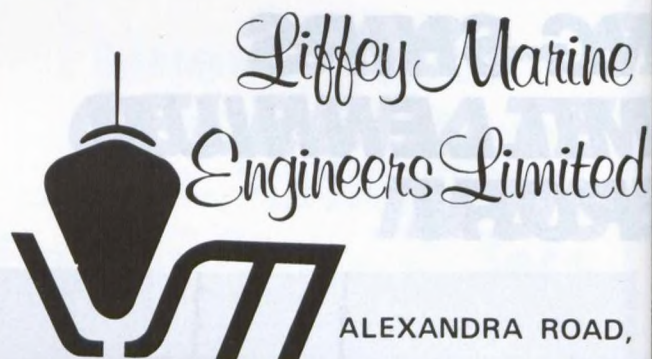
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AERIAL VIEWS OF DUBLIN PORT



Aerial view of Dublin Port - Southside.



Aerial view of Dublin Port - Northside.

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GUIDE TO SHIPPING SERVICES FROM DUBLIN PORT

- **CROSS-CHANNEL SERVICES**
- **EUROPEAN SERVICES**
- **EASTERN MEDITERANEAN & MIDDLE EAST**
- **AFRICA**
- **FAR EAST/INDIAN OCEAN**
- **SOUTH AMERICA**
- **WEST INDIES**
- **NAME, ADDRESSES OF AGENTS**

This guide lists the direct services from Dublin.

In addition to these there are numerous indirect services to overseas destinations.

*Details of the Irish agents for these services are available from
CTT's Transport Information Offices.*

We would like to acknowledge the assistance of CTT in compiling this guide.

Abbreviations

RO/RO	Roll On/Roll Off Service
LO/LO	Lift On/Lift Off Service
FCL	Full Container Load
LCL	Less than Full Container Load (e.g. Groupage Service)
RCS	Refrigerated Container Service

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congestion?**

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One in the morning.
One in the evening.**



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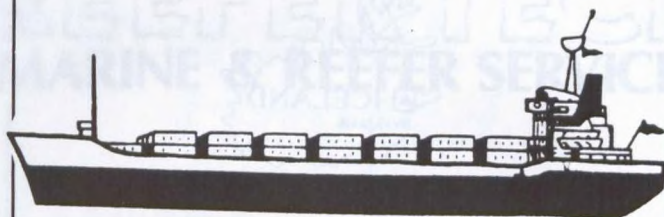
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Telex: 30122 EI.

Fax: 730228.



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Phone 778325

Conway Shipping Ltd.

**Henry Gowan & Co.
(Dublin) Ltd.**

Telex: 93659 and 33297

Fax: 770354.

D'Olier Street, Dublin 2.

CROSS-CHANNEL SERVICES

DUBLIN TO	WEEKLY FREQUENCY	TYPE OF SERVICE	SHIPPING LINE/AGENT
Liverpool	13 sailings	Ro/Ro	B&I Line
Liverpool	12 sailings	Ro/Ro	Pandoro
Holyhead	14 sailings	Ro/Ro	B&I Line
Holyhead	5 sailings	Lo/Lo	Sealink-British Ferries
Felixstowe	1 sailing	Lo/Lo feeder service	James Scott & Co. (Dublin) Ltd.
Southampton	1 sailing	Lo/Lo feeder service	James Scott & Co (Dublin) Ltd.



Isle of Man service operates during Summer months. General Sales Agents, George Bell Agency.



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EUROPEAN SERVICES

DUBLIN TO	WEEKLY FREQUENCY	TYPE OF SERVICE	SHIPPING AGENT
BELGIUM Antwerp Zeebrugge (via Felixstowe)	2 sailings 1 sailing 1 sailing 6 sailings	Lo/Lo (FCL/LCL) Lo/Lo (FCL/LCL) Lo/Lo (FCL) Lo/Lo (FCL)	James Scott & Co. (Dublin) Ltd. B&I Line ASECO (I) LTD. Freightliners Ltd.
DENMARK Aarhus, Copenhagen, Odense	1 sailing	Lo/Lo (FCL/LCL)	James Scott & Co. (Dublin) Ltd.
FRANCE Le Havre	1 sailing 1 sailing 2 sailings 2 sailings	Lo/Lo (FCL/LCL) Lo/Lo Feeder Service (FCL) Lo/Lo (FCL) Lo/Lo Feeder Service (FCL)	B&I Line Jenkinson Agencies Seawheel (Ireland) Ltd. James Scott & Co. (Dublin) Ltd.
GERMANY Bremen & Hamburg	1 sailing	Lo/Lo (FCL/LCL)	James Scott & Co. (Dublin) Ltd.
NETHERLANDS Rotterdam	2 sailings 2 sailings 2 sailings 2 sailings 3 sailings 2 sailings Fortnightly	Lo/Lo (FCL) Lo/Lo (FCL/LCL) Lo/Lo (FCL/LCL) Lo/Lo (FCL) Lo/Lo Feeder Service (FCL) Lo/Lo (FCL) Lo/Lo (FCL)	Sal Freightline Ltd. B&I Line Dublin Maritime Ltd. ASECO (I) Ltd. James Scott & Co. (Dublin) Ltd. Seawheel (Ireland) Ltd. R. A. Burke Ltd.
POLAND Szczecin	Fortnightly	Lo/Lo (FCL),	R. A. Burke Ltd.
PORTUGAL Lisbon & Leixoes	Fortnightly	Lo/Lo (FCL/LCL)	Henry Gowan & Co. (Dublin) Ltd.
USSR Riga	Fortnightly	Lo/Lo (FCL)	Dublin Maritime Ltd.

EASTERN MEDITERRANEAN & MIDDLE EAST

DUBLIN TO	FREQUENCY	TYPE OF SERVICE	SHIPPING LINE/AGENT
Cyprus, Israel	Every 10 days	Lo/Lo (FCL)	OOCL
	3 sailings per month	Lo/Lo (FCL/LCL)	Henry Gowan & Co. (Dublin) Ltd.
	Every 10 days	Lo/Lo (FCL/LCL)	R.A. Burke Ltd.
Malta, Greece, Piraeus	Fortnightly	Lo/Lo (FCL)	OOCL
	Fortnightly	Lo/Lo (FCL/LCL)	R.A. Burke Ltd.
	3 sailings per month	Lo/Lo (FCL/LCL)	Henry Gowan & Co. (Dublin) Ltd.

AFRICAN PORTS

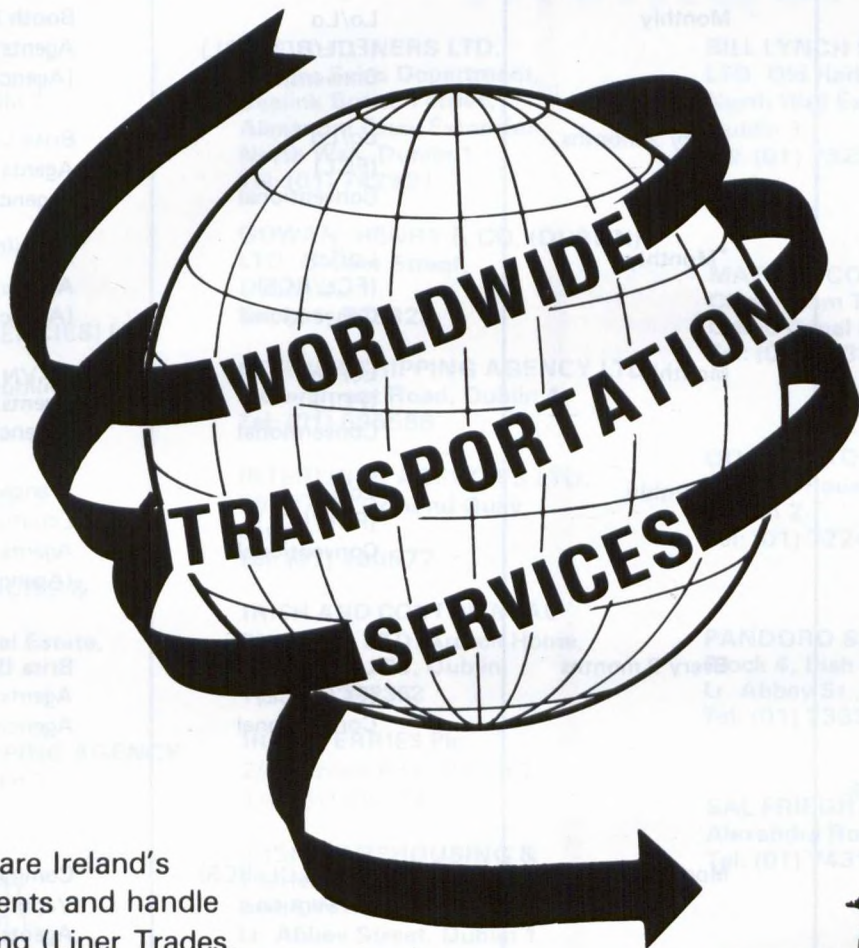
DUBLIN TO	FREQUENCY	TYPE OF SERVICE	SHIPPING LINE/AGENT
West Africa	Monthly	Lo/Lo (FCL) Conventional	R.A. Burke Ltd.
	Monthly	Lo/Lo (FCL) Conventional	Jenkinson Agencies Ltd.



Appapa Palm with a car carrier in the background (W. Africa).

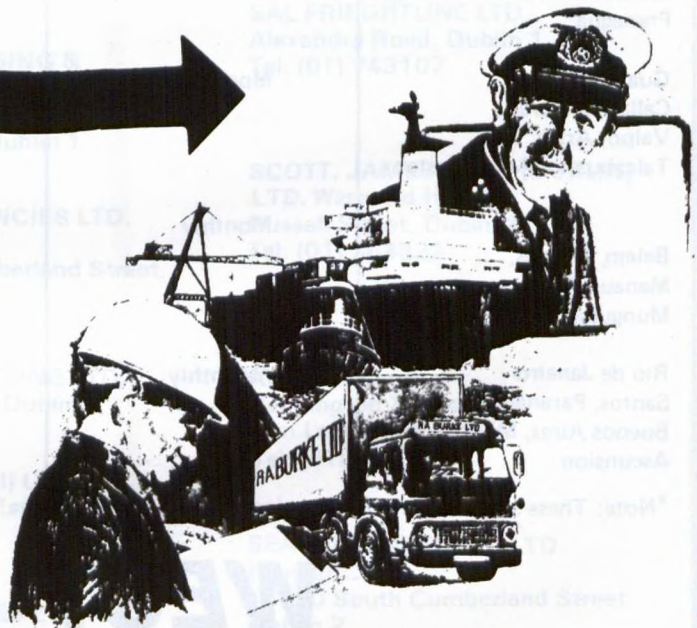
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THE BURKE GROUP

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SOUTH AMERICA/ CENTRAL AMERICA

DUBLIN TO	FREQUENCY	TYPE OF SERVICE	SHIPPING LINE/AGENT
Belem * Manaus Fortaleza	Monthly	Lo/Lo (FCL/RCS/LCL) Conventional	Booth Line Agents: George Bell (Agencies) Ltd.
Santos and main Brazilian Ports	Every 2 months	Lo/Lo (FCL) Conventional	Brisa Line Agents: George Bell (Agencies) Ltd.
Guayaquil Callao, Matarani, Arica, Valparaiso	*Monthly	Lo/Lo (FCL/RCS) Conventional	PSNC Agents: George Bell (Agencies) Ltd
La Guaira Puerto Cabello Maracaibo	Monthly	Lo/Lo (FCL) Conventional	CAVN Agents: Jenkinson (Agencies) Ltd.
Buenaventura Guayaquil, Matarani, Callao, Arica, Antofagasta, Valparaiso Punta Arenas	*Monthly	Lo/Lo (FCL/LCL) Conventional	Transportes Navieros Ecuatorianos Agents: Jenkinson (Agencies) Ltd
Recife Salvador, Rio de Janeiro Santos, Sao Francisco, do Sul, Rio Grande, Montevideo, Buenos Aires, Pranagua	Every 2 months	Lo/Lo (FCL/LCL) Conventional	Brisa Line Agents: Liner Shipping Agencies Ltd.
Guayaquil Callao, Matarani, Valpo, Arica, Talcahuano, Antofagasta	Monthly	(FCL/LCL/RCS) Conventional	Compania Peruana de Vapores (CPV) Agents: Interliner Agencies Ltd.
Belem, Obidos, Manaus, Santarem, Munguba	Monthly	Lo/Lo (FCL/LCL/RCS) Bulk Liquids	Frota Amazonica SA Agent: Interliner Agencies Ltd.
Rio de Janeiro Santos, Paranaqua, Buenos Aires, Montevideo Ascusion	*Monthly	Lo/Lo (FCL/LCL/RCS) Conventional	Montemar of Montevideo Agent: Interliner Agencies Ltd.

*Note: These services are subject to inducement.

WEST INDIES

DUBLIN TO	FREQUENCY	TYPE OF SERVICE	SHIPPING LINE/AGENT
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A History of Port Development

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

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

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

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

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

In 1708 the City Corporation was vested by Act of Parliament with responsibility for the establishment of a Ballast Office and the maintenance and development of the port. The Corporation delegated its functions to a committee popularly known as the "Ballast

Committee". The control of ballast operations at the port was necessitated by the practice of unscrupulous shipmasters who, having discharged their cargoes, required ballast for the outward voyage and dug away part of the river bank for this purpose. Conversely, these masters, when arriving in port in ballast, disposed of the now unwanted ballast overside when proceeding up the estuary.

The Ballast Committee's early efforts were concentrated on providing a clear straight channel in the upper reaches of the estuary between Ringsend and the old Custom House which was located on what is now known as Wellington Quay. In 1716 work commenced on the major task of protecting the lower estuary from siltation due to sand being blown and washed from the South strand into the river channel. By 1786 a stone breakwater known as the Great South Wall had been substantially completed, extending seawards for three miles from Ringsend to a point now marked by Poolbeg Lighthouse. The year 1786 also saw responsibility for the port transferred to a new body officially known as the "Corporation for Preserving and Improving the Port of Dublin" but popularly called the "Ballast Board". This new body functioned until 1867.

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

From 1810 the Corporation became responsible for the erection and maintenance of all lighthouses on the coasts of Ireland, but in 1867 this responsibility was transferred by Act of Parliament to a new body which was given the title of "Commissioners of Irish Lights", while the Dublin Harbour Authority was reconstituted as the Dublin Port and Docks Board. Under the new Board the North and South Quays were rebuilt with deeper foundations; this provided greater depths of water alongside, so as to allow vessels to lie afloat at low water, and by 1913 all the old quays, with the exception of Custom House Quay, had been replaced or reconstructed. In addition to the work of reconstruction, the Port Board was fully aware of the need to extend and expand accommodation for the rapidly increasing size of vessels using the Port, and the construction of the North Wall Extension, which commenced in 1871 and was finally completed in 1937, provided



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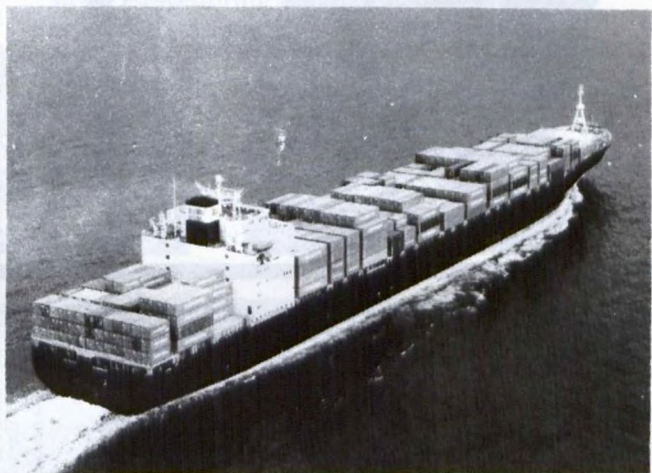
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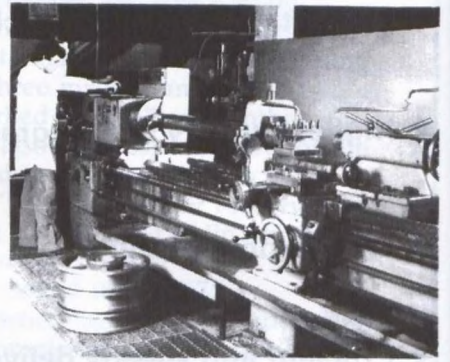
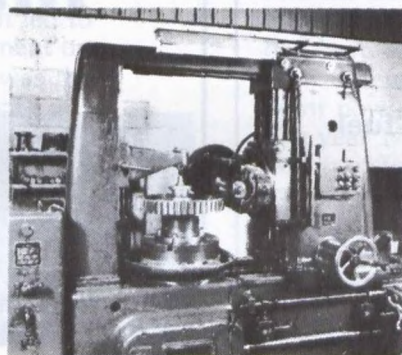
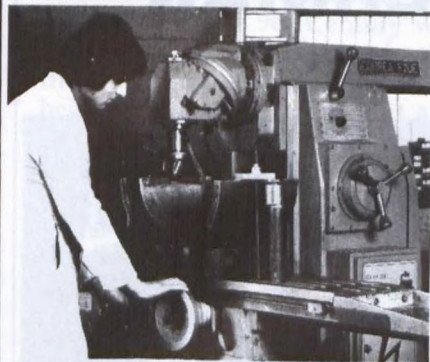
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berthage for overseas vessels with a depth of 6.7m to 7.9m on its northern side. The construction of Alexandra Quay between 1921 and 1935, and subsequently of Ocean Pier, has with the North Wall Extension provided a deepwater tidal basin known as Alexandra Basin with 5,000 feet of berthage ranging from 7.3m to 9.7m at low water.

The 1950's saw the completion of Alexandra Quay East, Alexandra Basin East and the Oil Jetties. No. 2 Graving Dock was completed and became operational in 1957. The Dry Bulk Jetty in Alexandra Basin received its first ship in 1968, as did the Car Ferry Terminal (RO/RO Terminal No. 1).

With the move to containerisation in the 1960's, it became necessary to provide purpose-built container terminals with adequate back-up land and facilities. To meet these demands land was reclaimed and berths provided for three new terminals. The Bristol Seaway Terminal (now incorporated in the Board's Container Terminal) began operations in 1969; the Sealink Terminal in 1970 and the B&I Terminal in 1972.

A jetty, capable of accepting tankers of up to 35,000 tons, which serves the Electricity Supply Board's Poolbeg Generating Station was completed in 1969 and received its first ship in 1970. The two 680 ft. high smoke stacks serving this generating station have become a landmark in the Port area.

The Southside Container Terminal was equipped and operational in 1974 and the Coal Dry Bulk Terminal was completely equipped and operational for all types of vessels in 1975.

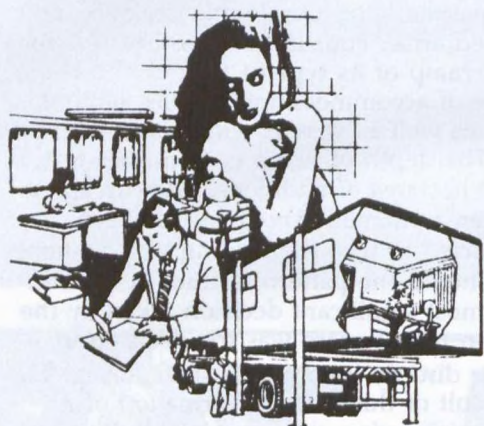
The latest addition to the port's facilities is a new Deep Water RO/RO berth which has been constructed south of the car ferry terminal. The ramp is a single-deck which can be converted later to a double deck should the need arise. Four lanes in width, it is the largest ramp of its type in Ireland and is capable of accommodating vessels without ramps as well as vessels with ramps of their own. The depth of water is 11 metres L.A.T. and 10 hectares of additional back-up space has been reclaimed. The quay has been constructed to take the loading of a container crane should the pattern of trade require it.

The most significant decision taken by the Board in recent years was the decision to become directly involved in stevedoring. The end result of this was the formation of a single stevedoring company in the deep sea section of the port. The new company, Dublin Cargo Handling Ltd., became operational in July 1982 and the equity in the company was held on a 50/50 basis by the Board and private stevedoring interests. In October 1983 the Board acquired full ownership of the company and it now operates as a wholly owned subsidiary of the Board.



General view of Port.

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In common with other Harbour Authorities in the State, the Board was reconstituted under the Harbours Act, 1946, as follows:

Five members elected by the Corporation of Dublin; four members appointed by the Dublin Chamber of Commerce: two members appointed by The National Executive of the Irish Livestock Trade; two members appointed by the Confederation of Irish Industry; two members appointed by the Dublin Council of Trade Unions: four members elected by owners of vessels registered in the State; four members nominated by the Minister for Communications (now Minister for the Marine). Members normally hold office for five years; the present Board's term of office commenced in October, 1985.

The Chairman is elected at the Annual Meeting which normally takes place in October each year and he holds office for twelve months, unless re-elected.

Dublin Port is proud of the unique contribution which it has made over the centuries to the economic, cultural and social development of Dublin City and its environs. This contribution has facilitated and sustained the growth of our capital city since the earliest times. Although the City Corporation's responsibility for the port ended in 1708 a special relationship between the two bodies continues and is characterised by a spirit of co-operation and consultation at all levels in matters of mutual concern.



"Swinging in the Basin". General Peralta arriving to load ore for Tara Mines Ltd.



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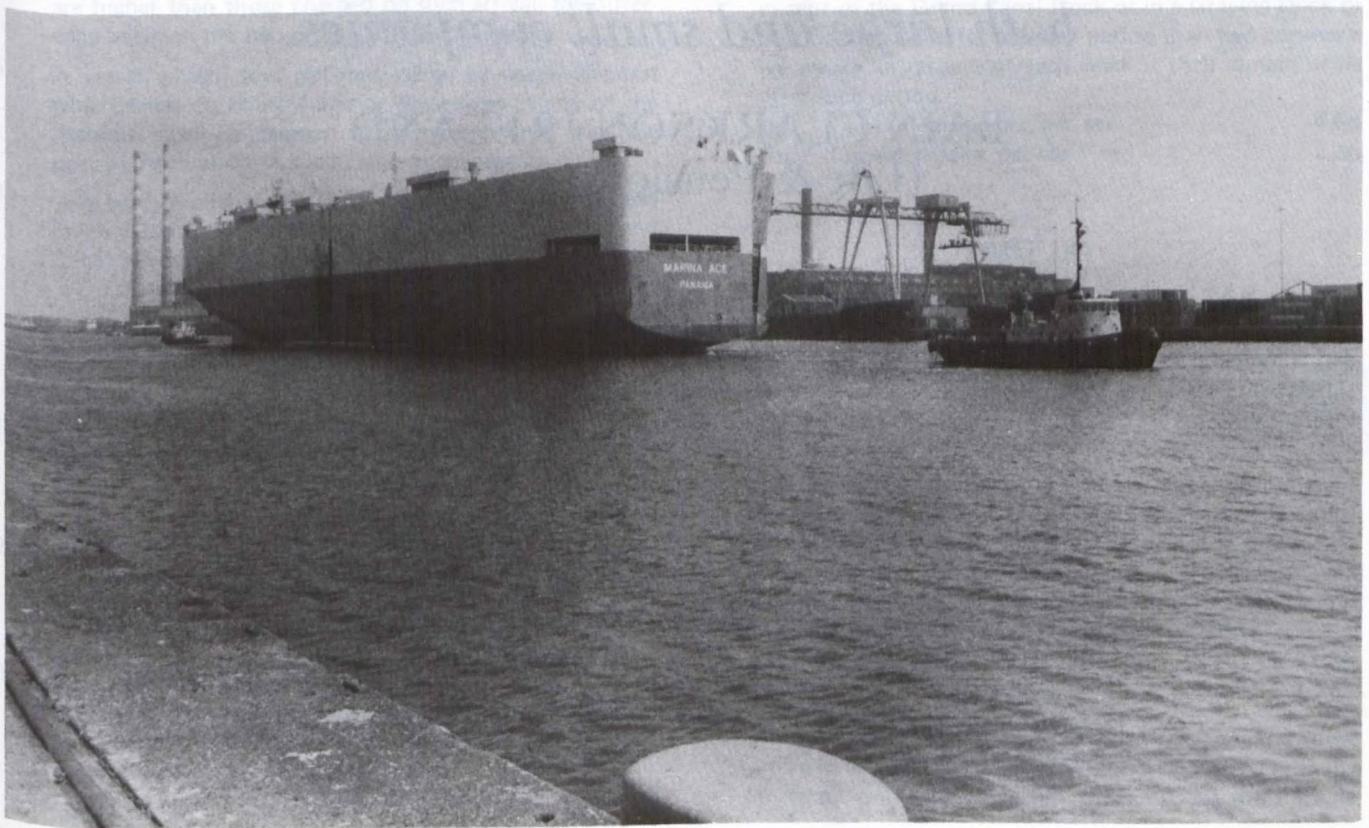
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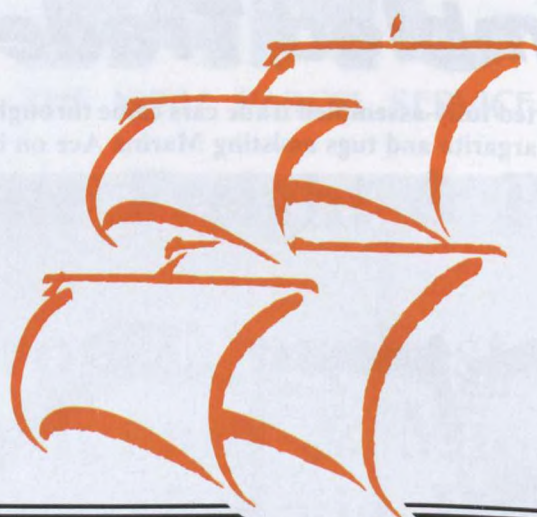
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PORT CHARGES ON VESSELS (TONNAGE DUES)

* Operative: 1st April 1988

TONNAGE RATES

PART 1

PROVISIONS APPLYING IN RELATION TO TONNAGE RATES

1. The expression "the Harbours" means Dublin Harbour, Skerries Harbour and Balbriggan Harbour.
2. A vessel shall be deemed to be trading with a particular place if it takes on board cargo or passengers at any of the harbours to be landed at that place or if it lands cargo or passengers at any of the harbours taken on board at that place.
3. The tonnage of a vessel upon which tonnage rates shall be based and chargeable shall be the net register tonnage or half the gross tonnage, whichever is the greater.
4. Tonnage rates shall not be chargeable in respect of both the arrival and departure of a vessel but if a vessel on which tonnage rates have been charged in respect of its arrival takes on board at any of the harbours cargo or passengers for a port or place the tonnage rates for which are higher than those charged on such arrival, the difference between the two rates shall be chargeable.
5. A vessel which does not land cargo or passengers but which takes on board cargo or passengers at any of the harbours shall be deemed to be trading only with the port of destination of such cargo or passengers.
6. A minimum charge of £38.00 per voyage will be charged on all vessels except those charged under Section 6, 7 and 8 Part II (ordinary tonnage Rates).

PART II

ORDINARY TONNAGE RATES

1. For a vessel trading from or to any port or place in the state, northern Ireland, Great Britain, or the Isle of Man, per ton.

... 48.2p
2. For a vessel trading from or to any port or place in Europe between the River Elbe and Brest or the Channel Islands, per ton

... 68.7p
3. For a vessel trading from or to any port or place not in the State, Northern Ireland, Great Britain, the Isle of Man, or in Europe between the River Elbe and Brest or in the Channel Islands, per ton

... 77.5p

4. For a vessel which enters the limits of Dublin Harbour for the purpose of taking on board from a lighter or tender bunkers or stores for the vessel's own consumption only and which does not enter the River Liffey or make use of the quays or wharves of that harbour, per ton

... 2.3p
5. For a vessel, other than a fishing vessel, which enters the River Liffey for a non-trading purpose such as for repairs or through stress of weather or for bunkers or stores for the vessel's own consumption only and does not take on board any cargo or passengers or discharge cargo or disembark passengers except temporarily in connection with repairs to the vessel, per ton

... 21.7p
6. For a fishing vessel under 30m in length which enters any of the harbours, for each vessel

... £2.17p
7. For a fishing vessel over 30m in length which enters any of the harbours per ton

... 21.7p
8. For a vessel remaining or lying in any of the harbours, except in the Grand Canal Dock or in a Graving Dock or in a Graving Ship, for a longer period than two consecutive weeks, in respect of each week it shall remain or lie after such period

(a) if not under repairs, per ton	.. 4.6p
(b) if under repairs, per ton	.. 2.3p

PART III

EXCEPTIONAL TONNAGE RATES

The Exceptional Tonnage Rates mentioned in paragraphs 1 to 3 hereunder are allowed by the Board under Section 100 (1) of the Harbours Act, 1946, with the consent of the Minister for Communications.

- 1.A Any vessel which makes use of the Quays or wharves of the Port of Dublin for the purpose of landing and/or embarking passengers, and the personal luggage of such passengers and/or mails only and does not load or discharge cargo (other than motor cars which are accompanied by their owners as passengers).

... 21.7p
Per Ton
- B. Any vessel which for the purpose of landing and/or embarking passengers and their personal luggage or mails or cargo only enters within the limits of the Port of

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

... 2.3p per ton

- C. Passenger Car Ferry Vessels — Any vessel which is engaged mainly in the trade of carrying passengers, and motor cars accompanied by their owners as passengers, between the Harbour of Dublin and a port or ports in the State, Northern Ireland, Great Britain or the Isle of Man, and which ships and unships vehicles and cargo by a roll on/roll off system only and does not ship or unship a quantity of cargo (other than passengers' motor cars) in excess of the following limits:—

Cargo shipped ... 20 per cent of gross registered tonnage

Cargo unshipped ... 20 per cent of gross registered tonnage

Aggregate of Cargo shipped and unshipped ... 25 per cent of gross registered tonnage

... 21.7p per ton

2. Vessels with Small Quantities of Cargo

Sixty per cent only of the appropriate rate mentioned in paragraphs 2 and 3 of Part II hereof (Ordinary Tonnage Rates) will be charged in respect of any vessel trading to or from a place not in the State, Northern Ireland, Great Britain or the Isle of Man and which fulfils one of the following conditions at the Port of Dublin:—

- (a) Unships or tranships a quantity of cargo in the Port which is less than one half of the net register tonnage of the vessel, and does not unship or tranship cargo in the port.

- (b) Ships a quantity of cargo in the Port which is less than one half of the net register tonnage of the vessel, and does not unship or tranship cargo in the port.

- (c) Unships and ships cargo in the Port which in the aggregate is less than one half of the net register tonnage of the vessel.

For the purpose of the above mentioned abatement the following weights shall be taken as equivalent in respect of any livestock carried as cargo:—

Horses and Cattle ... 2½ ton per head

Sheep and Pigs ... 1 ton per head

When a vessel which would otherwise be liable for reduced rates by virtue of the above-mentioned conditions in this paragraph, trades also with a port in the State, Northern Ireland, Great Britain or the Isle of Man, it will be treated as a vessel trading from or to a port or place in the state, Northern Ireland, Great Britain or the Isle of Man.

3. Vessels using Graving Docks or Graving Slips

Any vessel which enters the Port of Dublin for the purpose of using the Graving Docks or Graving Slips of the Board and does not use (except for the purpose of actually entering or leaving the Graving Docks or Graving Slips) any quay or wharf which is not specifically designated for the time being by the Board for ship repairing.

... 10.7p per ton

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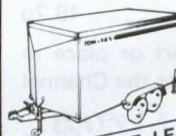
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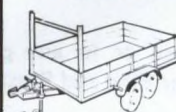
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PORT CHARGES ON GOODS

Rates to be Paid on Goods and Merchandise Shipped, Transhipped, or Unshipped in the Habours of Dublin, Skerries or Balbriggan

* Operative: 1st April 1988

GOODS RATES

1. Exports

Goods dues on goods shipped will be charged at 75 per cent of the schedule rates.

2. Re-Exports

In the case of Goods arriving at the Port of Dublin from any port for export to any other port, and on which Inward Goods Dues have been paid, no Outward Goods Dues will be charged, provided that:—

- A Declaration in such a form as the Board may from time to time determine and on the form supplied for the purpose, is given to the Board within seven days from the completion of the discharge of the importing vessel.
- That the Goods are exported in the same form and, if imported in packages, in the same packages as they arrived.
- That the Goods remain the bona fide sole property of the same person throughout.
- That the export takes place within two months of the date of arrival of the importing vessel.

3. Oil and Grain Exports

Oil and Grain Cargoes exported from the Port of Dublin are exempt from Outward Dues provided the exporter can prove that within a period of six months prior to the said export he imported through the Port of Dublin at least a like quantity of such commodity of the same type and grade and that the commodity which it is proposed to export was imported through the Port of Dublin by him and that since it was imported it has undergone no manufacturing or blending process, is completely unchanged in character and has remained the bona fide sole property of the importer throughout.

SCHEDULE OF GOODS RATES

Based on Standard International Trade Classification
(all rates are per tonne unless otherwise specified)

Division

Commodity

00 Food and Live Animals Chiefly for Food

00	Live animals chiefly for food (except sheep)	£1.14 each
	Sheep	63p each

01	Meat and meat preparations	£1.35
02	Dairy products and birds' eggs	
	Dried Milk	£1.35
	Other Items	£2.32
03	Fish, crustaceans and molluscs and preparations thereof	£1.80
04	Cereals and cereal preparations	£1.02
05	Vegetables and Fruit	
	Vegetables	£1.35
	Fruit fresh, dried, nuts	£1.80
	Fruit and nuts prepared, preserved, Juices, Jams, Purees, Other Items	£2.32
06	Sugar, sugar preparations & honey	
	Sugar, raw, refined and molasses	£1.42
	Other Items	£2.32
07	Coffee, tea, cocoa, spices and manufactures thereof	
	Tea	£2.84
	Chocolate	£2.32
	Other Items	£1.80
08	Feeding stuff for animals (excluding unmilled cereals)	£1.02
09	Miscellaneous edible products and preparations	£2.32
	Beverages and Tobacco	
11	Beverages	
	Spirits, Wines and cordials	£2.32
	Other Items	£1.35
12	Tobacco and tobacco manufactures	
	Manufactures	£2.84
	Other Items	£1.80
	Crude Materials, Inedible, Except Fuels	
21	Hides, skins and furskins, raw	£1.42
22	Oil seeds and oleaginous fruit	£1.23
23	Crude rubber (incl. synthetic & reclaimed)	£2.84
24	Cork and Wood	
	Softwood (1.4 cub. metres=1 tonne)	£1.05
	Hardwood	£1.53
25	Pulp and waste paper	£1.09

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26	Textile fibres (excluding wool tops) and their wastes		62	Rubber manufactures n.e.s.	£2.84
	Wool, wool waste	£2.32	63	Cork & Wood manufactures (excluding furniture)	
	Other Items	£1.35		Veneers	£2.32
27	Crude fertilisers & minerals, excluding petroleum and precious stones	£1.00		Other Items	£1.53
28	Metalliferous ores and metal scrap	95p	64	Paper paperboard & articles of paper pulp, of paper or of paperboard	
	Metal scrap			Liner Board	£1.09
	Ores and concentrates, other items	£1.03		Other Items	£1.53
29	Crude animal and vegetable materials, n.e.s.	£1.35	65	Textile yarn, fabrics, made-up articles, n.e.s. related products	
				Yarns	£1.42
				Fabrics	£1.80
				Made-up articles, floor coverings	£2.32
	Mineral fuels, Lubricants and Related Minerals		66	Non-metallic mineral manufacturers, n.e.s.	
32	Coal, Coke & briquettes	92p		Cement and other construction materials	£1.02
33	Petroleum, petroleum products and related materials			Cullet	£1.00
	Spirits: White spirits, Motor Spirit, Aviation Spirit, Naphtha	£1.93		Other Items	£2.32
	Lubricating Oils	£1.93	67	Iron and Steel	
	Fuel Oils: Gas oil, diesel oil, vapourising oil, kerosene, light fuel oil, medium fuel oil, aviation turbine fuel and similar oils	£1.53		Tubes and pipes fabricated	£1.35
	Petroleum Bitumen	£1.10		Other Items	£1.09
	Other Fuel Oils: Heavy fuel oil, residual fuel oil, creosote, tar oil etc	£1.43	68	Non-ferrous metals	£1.80
34	Gas, natural and manufactured	£1.93	69	Manufacturers of metal, n.e.s. (excluding laden/empty units engaged in unit load traffic. See Div. 99)	£2.32
	Animal and Vegetable Oils, Fats and Waxes			Machinery and Transport Equipment	
41	Animal Oils and Fats	£1.80	71	Power generating machinery & equipment	£2.32
42	Fixed vegetable oils and fats	£1.80	72	Machinery specialised for particular industries	£2.32
43	Animal and vegetable oils and fats, processed and waxes	£1.80	73	Metalworking machinery	£2.32
			74	General industrial machinery and equipment n.e.s. and parts, n.e.s.	£2.32
			75	Office machines & automatic data processing equipment	£2.32
	Chemicals and Related Products N.E.S.		76	Telecommunications and sound recording, reproducing equipment	£2.84
51	Organic Chemicals	£2.32	77	Electric machinery, apparatus & appliances, n.e.s. and parts	£2.32
52	Inorganic Chemicals		78	Road vehicles (excluding laden/empty vehicles engaged in Ro/Ro traffic. See Divs. 98 & 99)	
	Industrial Gases	£2.84		Passenger motor cars	£4.50 each
	Sodium Carbonate	£1.08		Other road vehicles	£2.84
	Liquid Ammonia	£1.80	79	Other transport equipment	£1.80
	Di-Calcium Phosphate	£1.02			
	Other Items	£1.35			
53	Dyeing, tanning & colouring materials	£1.53		Miscellaneous Manufactured Articles	
54	Medicinal and pharmaceutical products	£2.32	81	Sanitary, plumbing, heating, lighting fixtures & fittings, n.e.s.	
55	Essential oils, perfume materials etc.			Sanitary etc. ware of ceramic material	£1.53
	Soap, cleansing, polishing preparations	£2.32		Other Items	£2.32
	Other Items	£2.84	82	Furniture and parts thereof	£2.32
56	Fertilisers, manufactured	£1.09	83	Travel goods, handbags & similar containers	£2.84
57	Explosives & pyrotechnic products	£2.84	84	Articles of apparel & clothing accessories	£2.32
58	Artificial resins, plastic materials, cellulose esters and ethers		85	Footwear	£2.32
	P.V.C. Granules and lignin	£1.09	87	Professional, scientific & controlling apparatus n.e.s.	£2.84
	Other Items	£2.84			
59	Chemical materials & products n.e.s.	£1.53			
	Manufactured Goods Classified Chiefly by Materials				
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61	Leather, leather manufactures, n.e.s. and dressed furskins	£2.84			



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89	Miscellaneous manufactured articles n.e.s.	£2.84			Loaded	Empty	
91	Postal, Mail – exempt			99	Not exceeding 6.1m (20') in length	£14.50 each	£1.84 each
93	Special transactions	£2.84			Exceeding 6.1m (20') but not exceeding 9.15m (30') in length	£21.75 each	£2.76 each
94	Animals – Live – Zoo	£1.18	each		Exceeding 9.15m (30')	£29.00 each	£3.68 each
95	Military Arms, Ammunition and Equipment	£2.84					
96	Coin – not legal tender	£2.84			Ro/Ro Cargo Carrying Vehicles		
97	Gold	£2.84				Loaded	Empty
					Not exceeding 6.1 (20') in length	£12.66 each	£2.26 each
					Exceeding 6.1m (20') but not exceeding 9.15m (30')	£18.99 each	£3.39 each
					Exceeding 9.15m (30') but not exceeding 12.2m (40')	£25.32 each	£4.52 each
	Tourist Traffic				Exceeding 12.2m (40') but not exceeding 15.25m (50')	£31.65 each	£5.65 each
98	Motor Cars	£2.29	each		Exceeding 15.25m (50')	£37.98 each	£6.78 each
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	Trailers	£2.29	each				
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NOTE: N.E.S. = not elsewhere specified

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TRADE THROUGH DUBLIN PORT 1987

Dublin Port throughput in 1987 was 6.87 million tonnes, a decrease of 0.82 million tonnes on 1986 figures. The decrease was accounted for mainly by a fall in oil imports and a drop in trade through the Cross Channel Labour Sector. The Deep Sea Labour Sector, on the other hand, had another successful year with cargo handled increasing by 5 per cent to 1.88 million tonnes. Overall, imports through the port fell by 0.60 million tonnes to 4.76 million tonnes while exports went down to 2.10 million tonnes from 2.32 million tonnes in 1986.

Labour problems in the Cross Channel Labour Sector preceding restructuring and rationalisation, resulted in a drop of 0.47 million tonnes on the 1986 figures of 3.22 million tonnes. The fall was almost

entirely RoRo traffic since most of the decrease in the Continental LoLo service was picked up by services in the Deep Sea Labour Sector.

The decrease of 0.37 million tonnes in oil imports, from 2.12 million tonnes in 1986 to 1.75 million tonnes in 1987, was made up of falls of 0.23 million tonnes in E.S.B. fuel oil imports for electricity generation and 0.14 million tonnes in other oil imports. Coal is now a cheaper source for electricity generation and with the commissioning of the Moneypoint coal burning station fuel oil imports by the E.S.B. are unlikely to exceed a maximum of 0.10 million tonnes per year for the foreseeable future.

The most remarkable feature of trade in recent years has been the rapid growth in LoLo throughput, up


**Table 1: Trade Through Dublin Port, 1986 & 1987
A Statistical Summary**

CATEGORY	1986	1987	% CHANGE
Total Trade (tonnes)	7.69m	6.87M	- 11%
Oil Imports (tonnes)	2.17m	1.75M	- 19%
Total Imports (tonnes)	5.36m	4.76M	- 11%
Unitised Modes (tonnes)	3.87m	3.52M	- 9%
TEUS (number)	390,000	354,000	- 9%
Trade Cars (Number)	24,000	28,000	+ 17%
Non-Oil Bulk (tonnes)	1.36m	1.34m	- 1%
Coal Imports (tonnes)	495,000	482,000	- 3%
Break Bulk (tonnes)	235,000	240,000	+ 2%

Table 2: Unitised Trade (Lo/Lo and Ro/Ro) in TEUs and Gross Tonnes

YEAR	IMPORTS		EXPORTS		TOTAL	
	No.	Tonnes	No.	Tonnes	No.	Tonnes
1981	177,968	1,850,663	167,894	1,196,393	345,862	3,047,056
1982	183,464	1,907,064	179,204	1,340,609	362,668	3,247,673
1983	171,256	1,757,445	170,090	1,363,714	341,346	3,121,159
1984	176,699	1,802,065	175,052	1,501,036	351,751	3,303,101
1985	179,003	1,799,931	174,376	1,520,469	353,379	3,320,400
1986	201,950	2,089,594	190,877	1,678,714	392,827	3,768,308
1987	181,015	1,876,831	172,994	1,526,132	354,009	3,402,963

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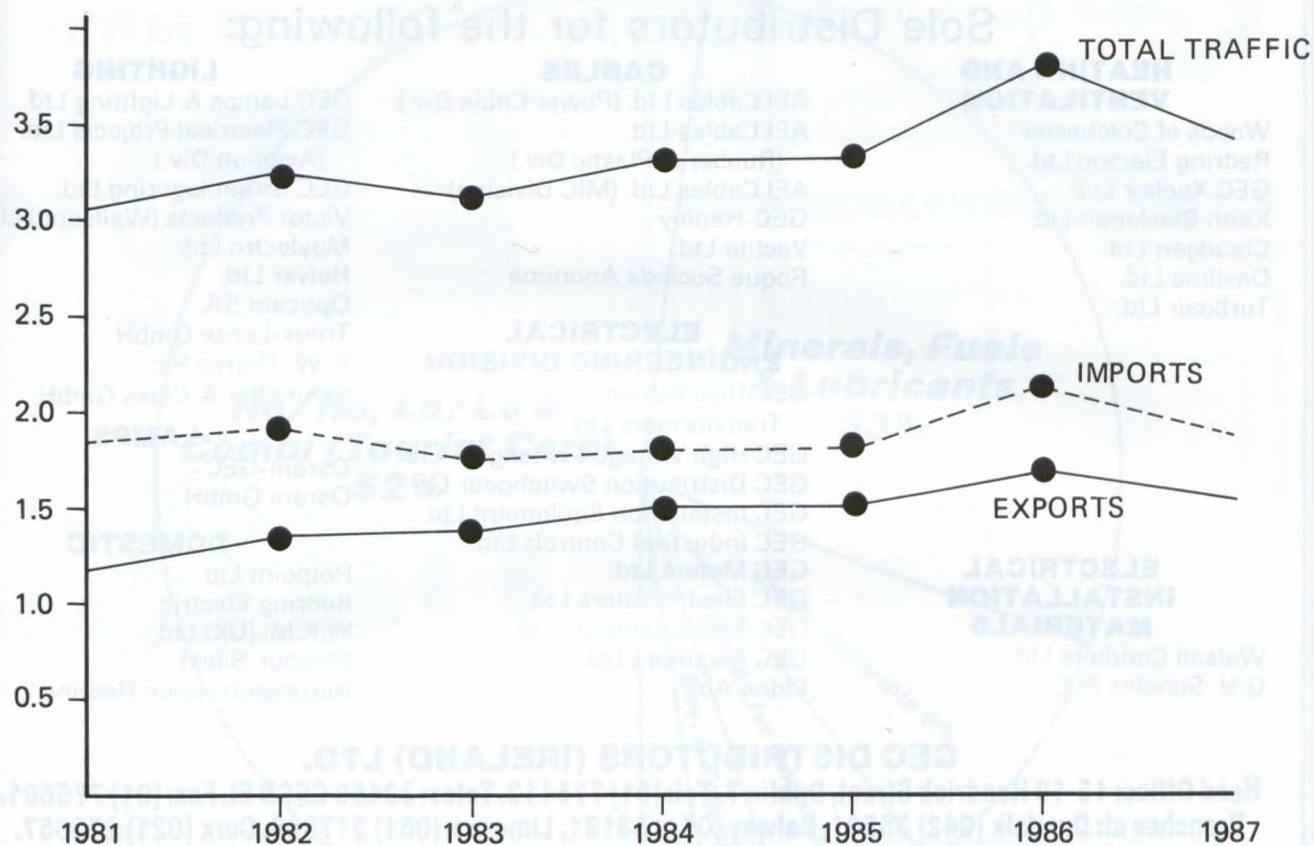
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**Fig. 2. UNITISED TRADE THROUGH DUBLIN PORT
1981-1987 (IN MILLIONS OF TONNES)**



	INWARDS	OUTWARDS	TOTAL
1981	1.85	1.20	3.05
1982	1.91	1.34	3.25
1983	1.76	1.36	3.12
1984	1.80	1.50	3.30
1985	1.80	1.52	3.32
1986	2.09	1.68	3.77
1987	1.87	1.53	3.40

once again from 1.67 million tonnes in 1986 to 1.72 million tonnes in 1987. Growth in LoLo trade is expected to grow by 5 per cent per year to the end of the century, an 80 per cent increase on present figures or 2 million tonnes by the year 2000. Catering for this growth will entail the provision of new terminals as well as the refurbishment of present facilities and will involve the Board in a huge and costly programme of capital development.

Other areas of throughput showed little change on 1986. Coal imports remained at almost 0.50 million tonnes and ore exports at just over 0.40 million tonnes. Timber imports increased by 25,000 tonnes to 109,000 tonnes and molasses imports were up by 6,000 tonnes to 79,000 tonnes.

Other developments which will affect future trade through Dublin Port are the completion of the E.C. Internal Market in 1992, the scheduled opening of the Channel Tunnel in 1993 and the new motorway across North Wales linking Holyhead with the existing motorway network. The operation of the Internal Market is forecast to boost E.C. trade by an initial 6 per cent. The opening of the Channel Tunnel will mean that Ireland will then be the only E.C. country without a land frontier with the other member states, thus increasing our vital dependence on the port and shipping industries. The opening of the new motorway across North Wales will reinforce the importance and competitiveness of the central corridor compared with other sea routes.

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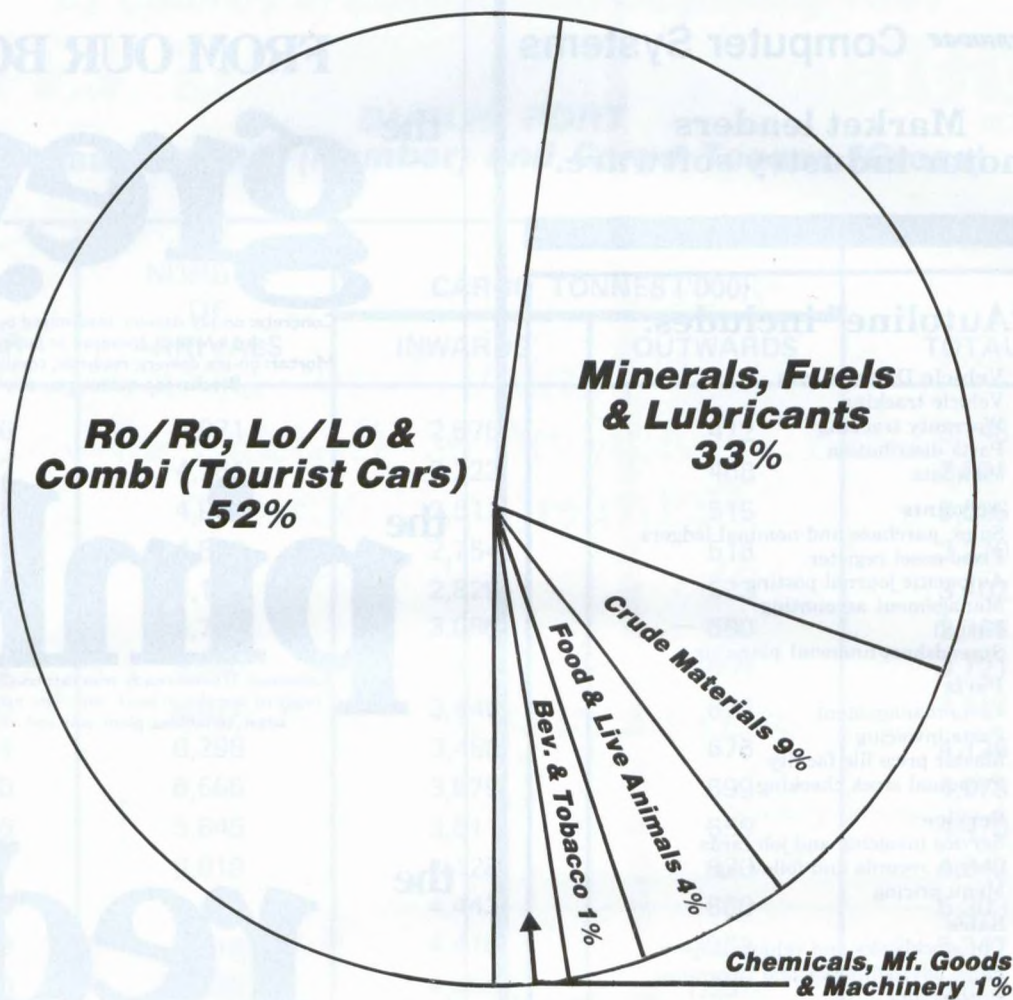
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**TOTAL TRADE THROUGH DUBLIN PORT
BY COMMODITY, 1987 (tonnes)**



TRADE FIGURES 1987

	IMPORTS Tonnes	EXPORTS Tonnes
FOOD & LIVE ANIMALS	245076	23301
BEVERAGES & TOBACCO	—	89653
CRUDE MATERIALS	219042	399945
MINERAL FUELS, LUBRICANTS	2,231,004	6025
ANIMAL & VEGETABLE OILS	—	—
CHEMICALS AND RELATED PRODUCTS	43815	6
MANUFACTURED GOODS	51074	56
MACHINERY & TRANSPORT EQUIPMENT	13298	2220
MISCELLANEOUS MANUFACTURED ARTICLES	5	5
UNITISED TRAFFIC AND TOURISM	1,959,638	1,581,136
	<u>4,762,952</u>	<u>2,102,347</u>
	<u>NUMBERS</u>	<u>NUMBERS</u>
LIVESTOCK	24	844
TOURIST VEHICLES	54361	54215
FREIGHT UNITS (RO/RO, LO/LO AND COMBI)	108402	102709

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DUBLIN PORT
Vessel Arrivals (Number) and Cargo Tonnes (Gross)

YEAR	NUMBER OF ARRIVALS	CARGO TONNES ('000)		TOTAL
		INWARDS	OUTWARDS	
1956	4,971	2,676	472	3,148
1957	4,761	2,223	468	2,691
1958	4,936	2,511	515	3,026
1959	4,892	2,754	516	3,270
1960	5,145	2,829	573	3,402
1961	5,710	3,086	680	3,766
1962	5,550	3,112	609	3,721
1963	6,077	3,445	672	4,117
1964	6,298	3,450	676	4,126
1965	6,555	3,879	699	4,578
1966	5,845	3,811	659	4,470
1967	6,019	4,128	820	4,948
1968	6,460	4,443	860	5,303
1969	6,418	4,416	931	5,347
1970	6,230	4,855	1,057	5,912
1971	6,473	5,121	1,059	6,180
1972	5,681	5,349	1,014	6,363
1973	5,821	5,630	1,167	6,797
1974	5,440	5,659	1,242	6,901
1975	4,867	4,778	1,257	6,035
1976	4,465	5,182	1,397	6,579
1977	4,484	5,211	1,493	6,704
1978	4,852	5,585	1,759	7,344
1979	4,835	6,131	1,810	7,941
1980	4,851	5,896	2,036	7,932
1981	4,397	5,738	1,673	7,411
1982	4,065	5,253	1,918	7,171
1983	3,521	4,622	1,971	6,593
1984	3,341	4,427	2,152	6,579
1985	3,343	4,303	2,125	6,428
1986	3,966	5,361	2,327	7,688
1987	3,529	4,763	2,102	6,865
* 1988	2,534	3,083	1,486	4,569

* 8 months to end August 1988

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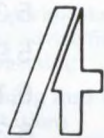
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Cargo Tonnes (Gross)
by Country of Loading and Unloading 1987

COUNTRY	LOADING	UNLOADING	TOTAL
Africa (East)	9,967		9,967
Africa (West)	61,699	7,664	69,363
Africa (North)	4,335		4,335
Australia	6,978		6,978
Belgium	274,979	208,668	483,647
Bulgaria	656	2,091	2,747
Canada	37,543		37,543
Canary Islands		3,830	3,830
Central America	17,386		17,386
Cyprus	715	6,250	6,965
Denmark	4,291		4,291
Finland	47,923	9,923	57,846
France	223,398	111,754	335,152
Germany, West	59,412	74,465	133,877
Gibraltar		141	141
Greece	6,899	13,024	19,923
Ireland	149,513	7,834	157,347
Isle of Man	2,499	2,463	4,962
Israel	15,780	13,868	29,648
Italy	38,757	92,802	131,559
Japan	22,104		22,104
Lebanon	35	1,831	1,866
Malta	1,172	3,751	4,923
Netherlands	368,593	216,292	584,885
New Zealand	601		601
Norway	9,095	5,283	14,378
Pakistan	9,500		9,500
Poland	264,142	4,437	268,579
Portugal	30,518	5,129	35,647
Rumania	10,333		10,333
Spain	93,098	25,799	118,897
South Africa	18,591		18,591
South America	13,631	9,629	23,260
Sweden	80,839		80,839
Syria		618	618
Thailand	9,672		9,672
United Kingdom	2,605,514	1,257,240	3,862,754
U.S.A. (Gulf)	144,526	3,057	147,583
U.S.A. (West)	9,418		9,418
U.S.S.R. (North)	108,840	4,608	113,448
West Indies		4,696	4,696
Yugoslavia		5,200	5,200
	4,762,952	2,102,347	6,865,299



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*The Five Lamps monument is one of
Dublin's famous landmarks. This fine
example of decorative cast iron was
erected c.1870 as a memorial to a
Galwegian, General Henry Hall.

DUBLIN PORT

ECONOMIC IMPACT OF DUBLIN PORT ON ITS HINTERLAND

Late in 1986, in association with the Department of Business Administration of University College Dublin, Dublin Port undertook an economic impact study of the port on its hinterland. A commerce graduate of the university, studying for his Master of Business Studies degree, was assigned to the planning section of the port to carry out the study.

The objective of the study was to measure the impact of Dublin Port in four areas - contribution to Gross National Product, Government Revenue, Employment and Payroll.

The hinterland of the port was taken as the national territory of the state because Dublin Port draws trade from the entire country.

An indispensable and integral part of the study was the availability of an Input-Output model of the Irish Economy constructed by Professor Eamonn Henry of the Economic and Social Research Institute.

Three impacts were measured, the direct, indirect and induced. Multipliers to measure the impacts were derived from the Input-Output model.

The study year chosen was 1986 because sufficient detail was available for that year to enable the study to be undertaken.

Economic impacts were based on exports, as only exports contribute to final demand as defined in the Input-Output model. Imports were treated as a primary input cost. This approach differs from that used elsewhere, particularly in the United States and

Canada, where imports as well as exports were used to determine impacts. Discussion as to the merits of each approach should enlighten the completion of future studies.

Three sectors contributed to the total economic impact: exporters or port users, port industry and port capital spending. Questionnaires were sent to a representative sample of port users and port industry requesting information on revenue, payroll, taxes and employment.

A high response rate was received from Port users and the information was used to monitor the multipliers, in the Input-Output model. The response from port industry was poor, mainly for reasons of confidentiality and because the information was not available in the form requested. Another method to identify the impact of port industry was adopted and proved satisfactory, i.e. the use of turnover values from the Census of Industrial Production prepared by the Central Statistics Office.

F.O.B. values for exports were also available from the Central Statistics Office in the Standard International Trade Classification and the only remaining task was to convert these values to the twenty-two sectors of the Input-Output model.

Employment generated by Dublin Port totalled 174,231. Total household income amounted to IRE1,244 million.









Dublin Port accounted for IRE715 million of Government income.



EC Ports Meeting 19th May 1988.

IRELAND

Key

-  Motorways
-  Access point
-  1 Primary Routes
-  54 Secondary Routes
-  LE HAVRE Car Ferry Routes
-  Regional Development Organisations
-  Naas County Council and/or Co. Borough Offices
-  H Health Board H.O.



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