



Possibilities, solutions and challenges in Dublin Port to 2021

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FERRY
SHIPPING
SUMMIT 2018

- **Intermodal competition: 733,000 Ro-Ro units in 2007 to 992,000 in 2017 (+35%) while Lo-Lo declined from 744,000 TEU to 698,000 TEU (-6%)**
- **BREXIT: T1 units increases from 200,000 to 1,000,000 overnight**
- **Ro-Ro ferries are getting bigger**
- **Growth requires more terminal capacity**
- **Increasing land utilisation:**

Accompanied trailers	40,000	Units per hectare per annum
Unaccompanied Ro-Ro trailers	20,000	Units per hectare per annum
Container terminals	40,000	TEU per hectare per annum

- **Capital investment on a fixed footprint in a busy port with high growth:**
 - €1.0 billion investment by 2026
 - A further €0.6 billion to complete the Masterplan by 2035
 - Starting the 20 year project to build new facilities elsewhere once Dublin Port reaches maximum capacity by 2040
- **Environmental (shore power for air quality reasons)**

Holyhead (56nm)

- Accompanied trailers (mostly)
- Unaccompanied trailers
- Passengers
- 9 departures per day (+ 2 fast craft)

Liverpool (120nm) / Heysham (125nm)

- Unaccompanied trailers (mostly)
- Accompanied trailers
- Passengers (small)
- Passengers
- 7 departures per day

Zeebrugge (600nm) / Rotterdam (640nm)

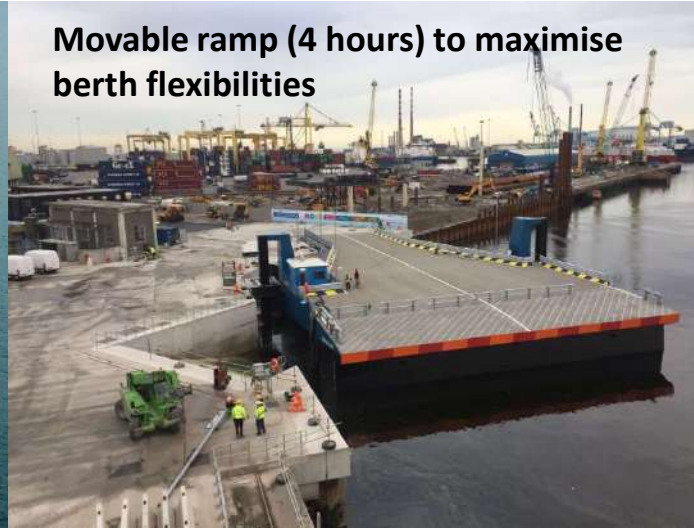
- Containers (cassettes / mafis)
- Trailers
- Trade cars
- 6 departures per week (+ 1 Lo-Lo)



CLdN's Celine (8,000 lane-metres) started
in October 2017
Rotterdam / Zeebrugge / Dublin



Movable ramp (4 hours) to maximise
berth flexibilities



W.B Yeats

Delivery	Mid 2018
Cost (incl. Scrubber)	€151m
GT	54,975 tons
PAX	1,885
Beds	1,885
Cars (Max)	1,216
Lane Meters (excl Car Deck)	2.8km
Speed	22.5 knots

New Build for Dublin - Holyhead

Delivery	Early 2020
Cost (incl. Scrubber)	€165.2m
GT	67,300 tons
Passenger and Crew Capacity	1,800
Cars (Max)	1,500
Lane Meters	5,610km
Speed	23 knots