Irish Maritime Development Office

UNITISED TRAFFIC REPORT Q3 2023

Author
Daniel Fallen Bailey,
IMDO Economic Advisor
& Policy Specialist

UNITISED TRAFFIC REPORT – Q3 2023

ABOUT THE IMDO

The Irish Maritime Development Office (IMDO) operates within, and is part of, the Marine Institute. The IMDO provides development, promotional and marketing support to the shipping and shipping services sector. It the aim of the IMDO to be the focal point for national and international maritime businesses in Ireland. The IMDO provides government and industry with a range of information and reporting across the sector and works with international businesses to help them set up or expand in Ireland.

The IMDO Economics team provide quarterly economic analysis, academic research, and regular policy advice to the Department of Transport relating to the Irish shipping market, ports and Irish trade. The IMDO will be centrally involved in the review of National Ports Policy in 2024. The IMDO produces an annual statistical bulletin on the Irish shipping market; The Irish Maritime Transport Economist. This is Ireland's most comprehensive source of national maritime traffic data. Past editions of the Irish Maritime Transport Economist are available from the IMDO website.

For further information, please contact:

www.imdo.ie

Holly Faulkner

Marketing & Communications Manager

Email: marketing@imdo.ie

Daniel Fallen Bailey

Economic Advisor and author of Quarterly Reports

Email: daniel.fallenbailey@imdo.ie

NOTES

1. **UK Landbridge**: The UK Landbridge is a term used to describe a route to market that connects Irish importers and exporters to international markets via the UK road and ports network. It is a strategically important means of access to the single market that has been favoured by traders in high value or time sensitive goods because it offers significantly faster transit times than alternative routes. The reintroduction of customs controls as a consequence of Brexit increases transit times and places additional costs on Irish businesses that undermines their competitiveness in accessing international markets.

2. **RoRo (Roll-on Roll-off):** RoRo involves vessels designed to carry wheeled cargo, such as cars, trucks, semi-trailer trucks, trailers, etc., that can be driven on and off the ship on their own wheels, or using a platform vehicle, such as a self-propelled modular transporter.

3. **LoLo (Lift-on Lift-off):** LoLo involves a specific ship that engages in the transportation of containerized freight, that is loaded and unloaded by ship-to-shore cranes.

4. **TEU**: The twenty-foot equivalent unit (often TEU or teu) is a unit of cargo often used to describe the capacity of container ships and container terminals.

5. **RoPax:** The sector that uses vessels capable of carrying passengers, passenger vehicles, and RoRo freight

6. **Ireland / ROI / Irish:** Republic of Ireland

7. **NI:** Northern Ireland

8. **GB:** Great Britain

9. **ROI – EU:** RoRo services operating between Dublin, Cork or Rosslare Europort, and a mainland European Port that is inside the European Union

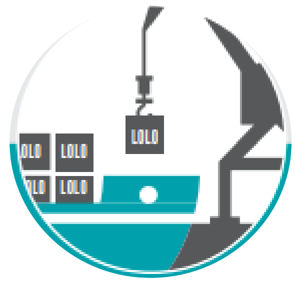
10. **ROI – GB**: RoRo services operating between Dublin, Cork or Rosslare Europort, and a port in Great Britain.

11. For **Data requests,** please contact the IMDO team.

UNITISED TRAFFIC GROWTH IN Q3 2023 (Vs Q3 2022)

ROI RORO: -2%

NI RORO: +3%



ROI LOLO: -6%

NI LOLO: -1%

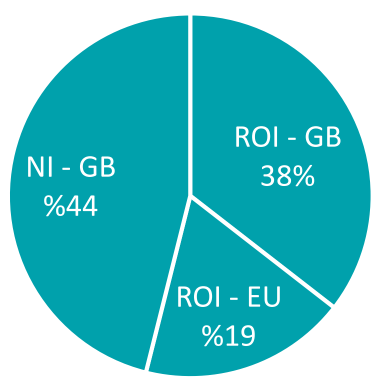
ROI Tourist Passengers: +2%

NI Tourist Passengers: -2%

ROI – EU RoRo: -2%

ROI – GB RoRo: -2%

All Island RoRo Share



Contents

Executive Summary

The volume of RoRo traffic at Republic of Ireland ports declined by 2% to 291,879 units in the third quarter of 2023 when compared to the same period in 2022. Traffic to ports in Great Britain and ports in mainland Europe both fell by 2% each. All three Irish RoRo ports – Dublin, Cork and Rosslare Europort – recorded a decline this quarter. For RoRo traffic, July and August are relatively quiet months, as the holiday season is in full force. September however, is a busy month, with volumes typically 3% above average as preparations begin for the pre-Christmas period. In September 2023, volumes declined by 5% when compared to 2022.

In all, the volumes recorded in Q3 2023 are slightly below trend for the Irish RoRo market, whereby the long term trajectory of volumes are roughly 300,000 units per quarter. Passing 1.2m RoRo units for the full year, as was achieved in 2022, is now unlikely, but shipping operators and ports will be hopeful that the busy months of October and November can recoup some of the losses from this year.

In the LoLo market, traffic declined by 6% to 277,60 TEU's. For each of the three Irish LoLo ports, this is the lowest third quarter performance of the post-Brexit era[1]. The long term trajectory of Irish LoLo traffic is between 290,000 – 295,000 TEU's per quarter. The latter half of 2022 and the first three quarters of 2023 has been a difficult period for this sector, with volumes generally below trend.

In Northern Ireland, RoRo traffic performed strongly in Q3 2023, as volumes rose by 3%. In the LoLo sector, traffic was roughly equivalent to Q3 2022. This is a resilient performance from Northern Irish ports in the face of difficult economic headwinds.

For Irish unitised traffic (i.e. RoRo and LoLo), the predominant factor driving declines in 2023 has been high inflation and interest rates, coupled with heightened geopolitical uncertainty. Higher prices, higher borrowing costs, and greater uncertainty serve to suppress demand for finished products such as those transported by the unitised shipping sector.

Irish unitised traffic is sensitive to domestic demand indicators such as Irish consumption levels, GDP and modified domestic demand. On all three measures, the outlook is positive for 2024 in Ireland, as the Central Bank[2] predicts increases of more than 2%. Internationally, the outlook is mixed. The IMF[3] recently described the global economic outlook as 'stable but slow', with global growth expected to fall from 3.5% to 3% in 2023, and 2.9% in 2024.

This characterization by the IMF is reflective of the performance of the global container market, a useful bellwether for the global economic outlook. Clarkson's Research[4] predicts European container exports to both Asia and North America to decline in 2023 by 6% and 10% respectively in 2023. Intra-regional container trade in Europe is expected to decline by 6%. These indicators are highly relevant to Irish ports, as this global containership network is essential for Irish importers and exporters to access international markets.

Overall, resilient domestic demand is offsetting difficult global economic conditions. Irish ports have recorded declines in Q3 2023, but have held on to the gains made in recent years, avoiding steep declines in traffic.

---

[1] As the majority of LoLo routes in Ireland are direct to mainland EU ports, Brexit had a significant and positive effect on container volumes, beginning in early 2021. For more information on the post-Brexit performance of LoLo traffic, please see the latest edition of the IMDO's annual report, Irish Maritime Transport Economist.
[2] Quarterly Bulletin QB3 – September, Central Bank of Ireland
[3] World Economic Outlook, IMF Oct 2023
[4] See Clarkson's Container Intelligence Quarterly

1. Roll-on / Roll-off (RoRo)

Table 1 illustrates the volumes of RoRo traffic handled at ports across the island of Ireland in the third quarter of 2023. It presents total RoRo volume, encompassing both accompanied and unaccompanied RoRo traffic.

Table 1:

Port	Q3 2022	Q3 2023	% Ch	Diff
	RoRo Units	RoRo Units	%	RoRo Units
Dublin	249,039	242,968	-2%	-6,071
Rosslare - Europort	47,930	47,188	-2%	-742
Cork	1,825	1,723	-6%	-102
Republic of Ireland	**298,794**	**291,879**	**-2%**	**-6,915**
Belfast	148,355	155,082	5%	6,727
Larne	42,842	43,344	1%	502
Warrenpoint	27,395	26,869	-2%	-526
Northern Ireland	**218,592**	**225,295**	**3%**	**6,703**
All - Island	**517,386**	**517,174**	**0%**	**-212**

Source: IMDO

RoRo traffic in the Republic of Ireland declined by 2% in the third quarter of 2023, equivalent to a drop of 6,915 RoRo units. All three Irish ports – Dublin, Cork and Rosslare Europort – recorded declines when compared to 2022. On a seasonally adjusted basis, volumes declined very slightly, by 0.2%, between the second and third quarters of 2023. On a year-to-date basis, the first nine months of the year are 3% below the same period in 2022, or roughly 25,000 RoRo units behind the same point in 2022.

When compared to Q3 volumes of recent years, 2023 is at approximately 2018 levels. Between 2019 and 2022, the average RoRo volume in the third quarter was just under 300,000 units. For RoRo traffic, July and August are relatively quiet months, as the holiday season is in full force. September however, is a busy month, with volumes typically 3% above average as preparations begin for the pre-Christmas period. In September 2023, volumes declined by 5% when compared to 2022, and recorded the lowest volume since September of 2017. The bulk of the decline in Q3 2023 therefore came in September.

When looking at the long term trajectory of RoRo traffic in Ireland, volumes rose at a considerable pace in the decade between 2012 and 2022, rising from an average of approximately to 210,000 to 300,000 units per quarter. Since then, quarterly volumes have been remarkably stable, plateauing between 295,000 and 300,000 each quarter since 2022. This stabilization in volumes is reflective of the resilience of the sector as much as it is reflective of a lack of growth. Throughout this period, goods inflation in Ireland (i.e. excluding services) averaged 9.5% between January 2022 and September 2023. Taken alongside the rise in uncertainty following the outbreak of conflict in Ukraine, and the continued challenges of Brexit, the lack of decline in Irish RoRo traffic is equally encouraging.

Overall, the volumes recorded in Q3 2023 are slightly below trend for the Irish RoRo market, whereby the long term trajectory of volumes predicts approximately 299,000 units per quarter. Passing 1.2m RoRo units for the year, as was achieved in 2022, is now unlikely, but shipping operators and ports will be hopeful that the busy months of October and November can recoup some of the losses from this year.

RoRo traffic performed strongly in Northern Ireland in Q3 2023. Volumes rose by 3%, equivalent to 6,703 additional RoRo units. This increase was driven by traffic at Northern Ireland's largest RoRo port, Belfast. Belfast's total of 155,000 units is on par with 2021, when volumes peaked due a pandemic-related surge in demand goods while the service industry remained closed. In Larne, volumes rose slightly to 43,344 units, but remain below third quarter periods of recent years, which averaged between 45,000 and 50,000 units. In Warrenpoint, volumes were very similar to those third quarter periods in recent years. Overall, this is a strong performance for Northern Irish RoRo traffic given the difficult economic headwinds – mainly inflation – that have been suppressive of port traffic elsewhere.

Q3 2023 RoRo by Route

In Tables 2 and 3, RoRo volume is separated by route. ROI – GB represents ferry routes between Dublin Port and Rosslare-Europort, and mainland Great Britain ports including Holyhead, Liverpool, Heysham, Pembroke and Fishguard. ROI – EU represents routes between Dublin, Cork and Rosslare – Europort, and nine mainland European ports[5].

Table 2:

Route	Q3 2022	Q3 2023	% Ch	Diff
	RoRo Units	RoRo Units	%	RoRo Units
Dublin - GB	185,149	181,982	-2%	-3,167
Rosslare - GB	15,688	14,011	-11%	-1,678
ROI - GB	**200,837**	**195,993**	**-2%**	**-4,845**

Source: IMDO

Table 3:

Route	Q3 2022	Q3 2023	% Ch	Diff
	RoRo Units	RoRo Units	%	RoRo Units
Dublin - EU	63,890	60,986	-5%	-2,904
Rosslare - EU	32,242	33,177	3%	936
Cork - EU	1,825	1,723	-6%	-102
ROI - EU	**97,957**	**95,886**	**-2%**	**-2,070**

Source: IMDO

In the third quarter of 2023, the breakdown of ROI RoRo traffic in EU and GB categories continued to follow its post-Brexit pattern, which has been evident since early 2021. ROI – EU traffic continues to represent 1 in 3 of all RoRo units, compared to 1 in 6 prior to the end of the Brexit transition period in 2021. ROI – GB traffic represents two thirds of all ROI RoRo traffic. This shift, driven by a reduction in the use of the UK Landbridge, has been consistent for eleven consecutive quarters, with no deviation away from these shares, and thus no significant trajectory towards pre-Brexit patterns.

Since the first quarter of 2021, when the dramatic shift from ROI – GB routes began, there has been contrasting performances on Dublin – GB and Rosslare – GB RoRo routes. Due to a pre-Brexit stockpile in Q4 2020, the first quarter of 2021 recorded steep declines in GB RoRo traffic. In this period, ROI - GB RoRo traffic fell by more than 30%, from an average of 250,000 units in 2019/2020, to roughly 163,000 units. This quarter can be thought of as a low point for GB traffic, from which it has steadily grown. In the following ten quarters (Q2 2021 – Q3 2023), ROI – GB traffic has stabilized at approximately 200,000 units per quarter, notwithstanding seasonal fluctuations. More than 95% of that recovery however, has been driven by traffic on Dublin – GB routes. Over the past ten quarters, Rosslare – GB RoRo traffic has grown by an average of 10% compared to that lower bound in Q1 2021. In contrast, quarterly Dublin – GB traffic has grown by an average of 24% compared to that same period. Overall, RoRo traffic on Dublin – GB routes since

[5] The nine mainland European ports are: Bilbao, Cherbourg, Dunkirk, Le Harve, Leixoes, Roscoff, Rotterdam, Santander, Zeebrugge

the end of the Brexit transition period has been stronger and more consistent. As a result, Dublin Port now holds a 92% share of ROI – GB traffic, compared to 89% for much of the last decade.

On ROI – EU RoRo routes however, the opposite trend has been recorded. Since the first quarter of 2021, RoRo traffic on Rosslare – EU routes has grown more consistently, and at a faster pace than in Dublin. As evident in Table 3, Rosslare-Europort was the only port to avoid a decline in traffic when compared to Q3 2022, with volumes rising by 3%. As highlighted in the last publication of the IMDO Unitised Traffic Report[6], the increase at Rosslare was driven by an announcement in the third quarter of 2022 that a Cork-Zeebrugge service operated by Grimaldi would move to Rosslare Europort. Finnlines, a Finnish shipping company that is part of the Grimaldi Group, now operates the service from Rosslare. Underpinned by this change, Rosslare – EU traffic holds a 35% share of ROI – EU RoRo traffic in Q3 2023, compared to an average of 31% since 2021.

RoRo Traffic by Mode

This section provides an update on the share of RoRo freight held by the accompanied and unaccompanied cargo modes. In recent reporting by the IMDO, it has been highlighted that the share of unaccompanied RoRo traffic in the Republic of Ireland has been increasing, and that this trend has been a persistent feature of the RoRo market since at least 2016.

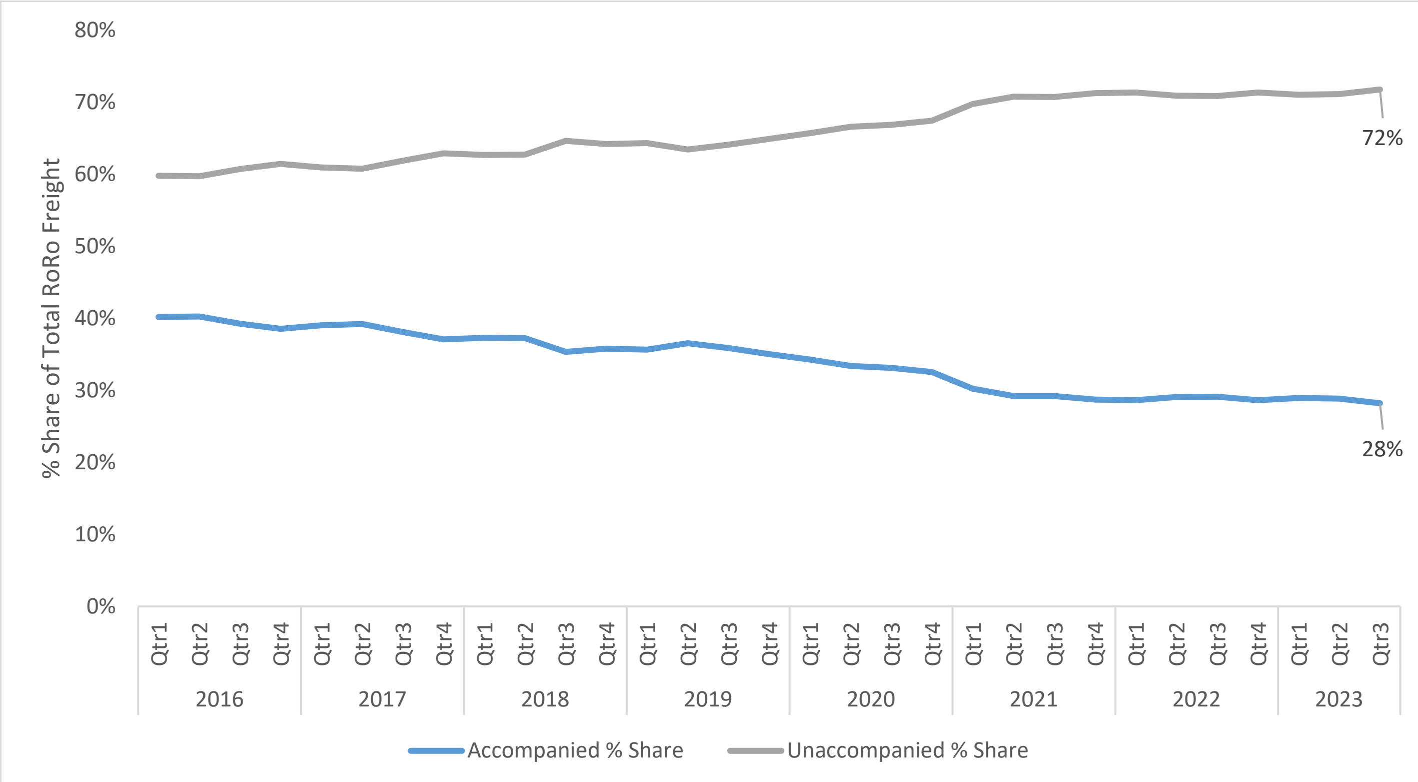
RoRo traffic can be either accompanied, or unaccompanied. Unaccompanied RoRo traffic refers to the transfer of RoRo units without a driver, and thus without a driver's cab, accompanying the container on the vessel. Instead, the RoRo unit, or container, is dropped to the port of departure by a driver. From there, it is loaded onto the vessel by port staff, and travels unaccompanied on the voyage. It is collected at the destination port by a local haulier.

Unaccompanied RoRo traffic demands less physical capacity while on a vessel, as there is no driver's cab. However, it demands greater physical capacity at port terminals, compared to accompanied traffic. This is because RoRo units are stored in slots at port terminals while they await loading onto a vessel, or collection by a local haulier. Consequently, increases in unaccompanied traffic have knock-on effects for the long term capacity calculations for Ireland's RoRo ports. Ports seek to minimize the amount of dwell time a container spends before it is either collected by a haulier or loaded onto a RoRo vessel. Irish ports compare well to other European ports in maintaining low and efficient dwell times.

The gap between accompanied and unaccompanied RoRo traffic is illustrated in Figure 1 below, which shows the percentage share held by each mode between 2016 and the third quarter of 2023. Overall, the share of unaccompanied RoRo has risen from 60% in 2016, to 71% in Q2 2021. Since that point, the growth in unaccompanied as a share of total RoRo traffic has stabilised. For eight consecutive quarters between Q2 2021 and Q2 2023, the share of RoRo traffic held by the unaccompanied mode has been 71%. In Q3 2023 however, it rose slightly to 72%, the highest share recorded by the IMDO.

[6] IMDO Q1 & Q2 Unitised Traffic Report

Figure 1:



Source: IMDO

In Table 4 below, the volume of accompanied and unaccompanied RoRo traffic on the island of Ireland is provided. As evident in Table 4, both modes of RoRo traffic declined at Republic of Ireland ports in the third quarter of 2023. However, the decline in accompanied traffic was steeper. Despite holding a 28% share of total RoRo traffic, the decline in accompanied traffic accounted for two thirds of the overall drop in RoRo traffic this quarter. More information on accompanied and unaccompanied RoRo traffic is detailed in the Appendix.

Table 4:

Port	Q3 2022	Q3 2023	% Ch	Diff
	RoRo Units	**RoRo Units**	**%**	**RoRo Units**
Accompanied	86,967	82,350	-5%	-4,617
Unaccompanied	211,827	209,529	-1%	-2,298
Republic of Ireland	**298,794**	**291,879**	**-2%**	**-6,915**
Accompanied	78,825	80,032	2%	1,207
Unaccompanied	139,767	145,263	4%	5,496
Northern Ireland	**218,592**	**225,295**	**3%**	**6,703**
Accompanied	165,792	162,382	**-2%**	**-3,410**
Unaccompanied	351,594	354,792	1%	**3,198**
All - Island	**517,386**	**517,174**	**0%**	**-212**

Source: IMDO

2. Lift-on / Lift-off (LoLo)

Table 5 presents the volumes of LoLo traffic handled at ports across the island of Ireland in the third quarter of 2023. It presents total LoLo volume, measured in Twenty-foot equivalent units (TEUs). It encompasses both laden (full) and unladen (empty) LoLo volume.

Table 5:

Port	Q3 2022	Q3 2023	% Ch	Diff
	TEU's	**TEU's**	**%**	**TEU's**
Cork	72,353	65,611	-9%	-6,742
Dublin	209,712	202,274	-4%	-7,438
Waterford	14,290	9,725	-32%	-4,566
Republic of Ireland	**296,354**	**277,609**	**-6%**	**-18,745**
Belfast	54,894	55,032	0%	138
Warrenpoint	469		-100%	-469
Northern Ireland	**55,363**	**55,032**	**-1%**	**-331**
All-Island	**351,717**	**332,641**	**-5%**	**-19,076**

Source: IMDO

The volume of LoLo, or container, traffic at Republic of Ireland ports declined by 6% in the third quarter of 2023, equivalent to a loss of 18,745 TEU's when compared to 2022. For each of the three Irish LoLo ports, this is the lowest third quarter performance of the post-Brexit era. More than 295,000 TEU's were handled in the third quarters of both 2021 and 2022. The volumes recorded in this quarter are therefore more similar to those of 2019 and 2020. As the majority of LoLo routes in Ireland are direct to mainland EU ports, Brexit had a significant and positive effect on container volumes, beginning in early 2021[7]. However, as highlighted in previous IMDO reporting, heightened levels of global inflation have been the most significant factor placing downward pressure on RoRo and LoLo volumes at Irish ports in the last 18 months.

At port level, the decline was steepest at Waterford and Cork. In Cork, a decline of 6,742 TEU's accounted for more than one third of the overall decline this quarter, despite Cork holding a 24% market share. This may be partly explained by the greater concentration of LoLo exports in Cork relative to Dublin Port. As explained above, the LoLo traffic in Table 5 is comprised of both laden (full) and unladen (empty) traffic. When only laden traffic is considered, 52% of laden LoLo traffic cat Cork has been exported since 2018, compared to 38% at Dublin Port. As a result, LoLo traffic at the Port of Cork may be relatively more sensitive to external demand factors, compared to domestic. The Global Seaborne Container Trade Indicator[8], developed by Clarkson's research, shows that global container trade declined in every month between August 2022 and July 2023. This is reflective of the difficult economic conditions that have driven declines in Irish port traffic.

In Northern Ireland, LoLo volumes are little changed from 2022. Belfast recorded 55,000 TEU's in both 2022 and 2023, compared to 60,000 in 2021. No LoLo traffic was recorded at Warrenpoint for the fourth consecutive quarter. Like in the

[7] For more information on the post-Brexit performance of LoLo traffic, please see the latest edition of the IMDO's annual report, Irish Maritime Transport Economist.

[8] See Clarkson's Shipping Intelligence Network here.

Republic of Ireland, a combination of high inflation, high interest rates, and heightened economic uncertainty have been the key drivers of the declines in LoLo traffic through Northern Irish ports.

Overall, the long term trajectory of Republic of Ireland LoLo traffic is between 290,000 – 295,000 TEU's per quarter. The latter half of 2022 and the first three quarters of 2023 has been a difficult period for this sector, with volumes generally below trend. This has been driven by inflation, high interest rates and heightened uncertainty due to the outbreak of conflict in Ukraine. Looking ahead, the outlook for the global container market remains mixed. In its latest quarterly reporting, Clarkson's Research[9] predicts European container exports to both Asia and North America to decline in 2023 by 6% and 10% respectively, before a slight improvement in 2024. Imports from Asia are predicted to increase by 9% this year, and decline by 1% from North America. Intra-regional container trade in Europe is expected to decline by 6% in 2023. These indicators are highly relevant to Irish ports, as this global containership network is essential for Irish importers and exporters to access international markets.

In Ireland however, the outlook for the domestic economy is positive. Latest Central Bank reporting[10] shows that domestic demand, consumption and GDP are all expected to increase in 2023 and 2024, while the rate of inflation eases to 5.4% in 2023, to 3.2% in 2024. The resilience in domestic consumption is helping to offset the difficult global economic environment, helping Irish ports avoid steep declines in volume.

[9] See Clarkson's Container Intelligence Quarterly

[10] Quarterly Bulletin QB3 – September, Central Bank of Ireland

3. Appendix

The tables in this section will provide an overview of the performance of the unitised (i.e. RoRo and LoLo) markets, broken down by accompanied and unaccompanied RoRo traffic, as well as laden and unladen LoLo traffic. It will also provide information on passenger and bulk markets, for the period between July and September of 2023. Lastly, this section will provide an update on the IMDO's iShip index, a quarterly weighted indicator that outlines trends within Ireland's shipping industry.

Table 5:

Accompanied RoRo	Q3 2022	Q3 2023	% Ch	Diff
	RoRo Units	RoRo Units	%	RoRo Units
Dublin	63,976	62,267	-3%	-1,709
Rosslare	22,660	19,691	-13%	-2,969
Cork	331	392	18%	61
Republic of Ireland	**86,967**	**82,350**	**-5%**	**-4,617**
Northern Ireland	**78,825**	**80,032**	**2%**	**1,207**
All-Island	**165,792**	**162,382**	**-2%**	**-3,410**

Source: IMDO

Table 6:

Unaccompanied RoRo	Q3 2022	Q3 2023	% Ch	Diff
	RoRo Units	RoRo Units	%	RoRo Units
Dublin	185,063	180,701	-2%	-4,362
Rosslare	25,270	27,497	9%	2,227
Cork	1,494	1,331	-11%	-163
Republic of Ireland	**211,827**	**209,529**	**-1%**	**-2,298**
Northern Ireland	**139,767**	**145,263**	**4%**	**5,496**
All-Island	**351,594**	**354,792**	**1%**	**3,198**

Source: IMDO

Table 7:

Laden LoLo	Q3 2022	Q3 2023	% Ch	Diff
	TEU's	TEU's	%	TEU's
Cork	53,043	50,127	-5%	-2,917
Dublin	157,311	153,835	-2%	-3,477
Waterford	9,150	6,757	-26%	-2,393
Republic of Ireland	**219,504**	**210,718**	**-4%**	**-8,786**
Belfast	42,023	40,946	-3%	-1,077
Warrenpoint	162		-100%	-162
Northern Ireland	**42,185**	**40,946**	**-3%**	**-1,239**
All Island	**261,689**	**251,664**	**-4%**	**-10,025**

Source: IMDO

Table 8:

LoLo Unladen	Q3 2022	Q3 2023	% Ch	Diff
	TEU's	TEU's	%	TEU's
Cork	19,309	15,484	-20%	-3,825
Dublin	52,401	48,439	-8%	-3,962
Waterford	5,140	2,967	-42%	-2,173
Republic of Ireland	**76,850**	**66,891**	**-13%**	**-9,959**
Belfast	12,871	14,086	9%	1,215
Warrenpoint	307		-100%	-307
Northern Ireland	**13,178**	**14,086**	**7%**	**908**
All Island	**90,028**	**80,977**	**-10%**	**-9,051**

Source: IMDO

Table 9:

Passenger No.	2022	2023	Growth	Diff
	No.	No.	%	No.
Cork	61,104	59,311	-3%	-1,793
Dublin	676,258	669,646	-1%	-6,612
Rosslare-Europort	241,104	273,856	14%	32,752
Republic of Ireland	**978,466**	**1,002,813**	**2%**	**24,347**
Belfast	622,727	592,421	-5%	-30,306
Larne	148,962	166,966	12%	18,004
Northern Ireland	**771,689**	**759,387**	**-2%**	**-12,302**
All-Island	**1,750,155**	**1,762,200**	**1%**	**12,045**

Source: IMDO

Table 10:

Passenger Vehicles[11]	2022	2023	Growth	Diff
Port	**No.**	**No.**	%	**No.**
Cork	20,414	19,428	-5%	-986
Dublin	167,934	158,894	-5%	-9,040
Rosslare-Europort	89,375	97,803	9%	8,428
Republic of Ireland	**277,723**	**276,125**	**-1%**	**-1,598**
Belfast	158,779	146,077	-8%	-12,702
Larne	45,984	52,330	14%	6,346
Northern Ireland	**204,763**	**198,407**	**-3%**	**-6,356**
All-Island	**482,486**	**474,532**	**-2%**	**-7,954**

Source: IMDO

[11] Passenger Vehicles includes cars, coaches, trailers, motorcycles, etc.

Table 11:

Dry Bulk	2022	2023	Growth	Diff
	Tonnes	**Tonnes**	**%**	**Tonnes**
Cork	327,053	331,700	1%	4,647
Drogheda	161,558	194,478	20%	32,920
Dublin	571,325	531,626	-7%	-39,698
Dundalk	11,649	13,532	16%	1,883
Galway	44,016	40,708	-8%	-3,308
Greenore	250,105	219,119	-12%	-30,985
New Ross	26,823	24,018	-10%	-2,805
Shannon Foynes	1,815,701	1,777,236	-2%	-38,466
Waterford	252,252	305,001	21%	52,749
Republic of Ireland	**3,460,481**	**3,437,418**	**-1%**	**-23,063**
Belfast	1,485,991	1,620,352	9%	134,361
Foyle	272,483	207,826	-24%	-64,656
Larne	6,725	7,582	13%	857
Warrenpoint	86,848	81,382	-6%	-5,466
Northern Ireland	**1,852,047**	**1,917,142**	**4%**	**65,096**
All-Island	**5,312,528**	**5,354,560**	**1%**	**42,033**

Source: IMDO

Table 12:

Liquid Bulk	2022	2023	Growth	Diff
	Tonnes	**Tonnes**	**%**	**Tonnes**
Cork	1,268,739	1,192,109	-6%	-76,630
Drogheda	6,336	3,693	-42%	-2,643
Dublin	1,181,879	1,181,793	0%	-86
Galway	70,713	59,491	-16%	-11,222
Shannon Foynes	214,257	250,537	17%	36,280
Republic of Ireland	**2,741,924**	**2,687,622**	**-2%**	**-54,302**
Belfast	392,653	409,057	4%	16,404
Foyle	195,138	190,161	-3%	-4,977
Warrenpoint	8,300	8,035	-3%	-265
Larne	1,004	1,182	18%	178
Northern Ireland	**597,095**	**608,435**	**2%**	**11,340**
All-Island	**3,339,019**	**3,296,057**	**-1%**	**-42,962**

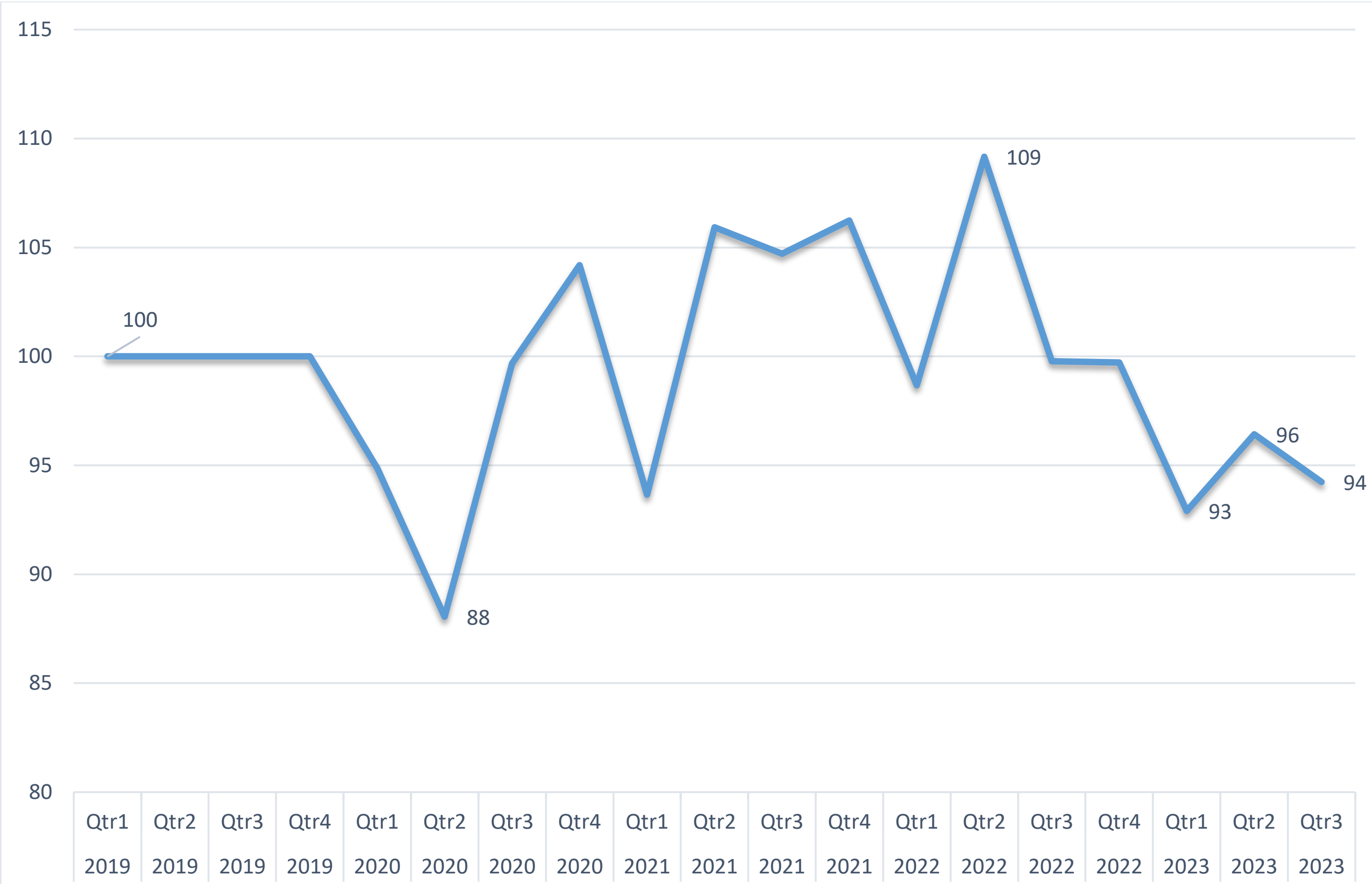
Source: IMDO

Table 13:

Break Bulk	2022	2023	Growth	Diff
	Tonnes	**Tonnes**	%	**Tonnes**
Cork	67,062	71,309	6%	4,247
Drogheda	55,893	47,638	-15%	-8,255
Dublin	16,496	9,589	-42%	-6,906
Dundalk	2,101	4,950	136%	2,849
Galway	4,189	3,300	-21%	-889
Greenore	37,177	47,951	29%	10,773
Shannon Foynes	77,321	92,837	20%	15,517
Waterford	55,019	60,826	11%	5,807
Wicklow	41,175	41,167	0%	-8
Republic of Ireland	**356,432**	**379,567**	**6%**	**23,135**
Belfast	66,215	69,456	5%	3,241
Foyle	22,488	31,694	41%	9,206
Warrenpoint	75,131	98,238	31%	23,107
Northern Ireland	**163,834**	**199,388**	**22%**	**35,554**
All-Island	**520,266**	**578,955**	**11%**	**58,689**

Source: IMDO

Figure 2: iShip Index, 2019 = 100[12]



Source: IMDO

[12] The iShip Index is a quarterly weighted indicator that outlines trends within Ireland's shipping industry. The index accounts for five separate market segments, representing the main maritime traffic modes moving through ports in Ireland. All three of the bulk segments are measured in tonnes. In order to establish a common denominator, LoLo and RoRo volumes are expressed in tonnage terms within the index, whereby 1 Twenty-Foot Equivalent Unit (TEU) = 10 tonnes, and 1 RoRo Freight Unit = 14 tonnes. The base period of the iShip index has been set at 2019.