



Irish Maritime
Development Office



Foras na Mara
Marine Institute

UNITISED TRAFFIC REPORT Q4 2023

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UNITISED TRAFFIC REPORT – Q4 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](#).



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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 Q4 2023 (Vs Q4 2022)



ROI RORO: -2%

NI RORO: +4%



ROI LOLO: +5%

NI LOLO: +4%



ROI Tourist Passengers: -5%

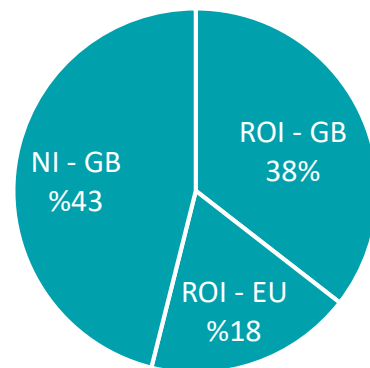
NI Tourist Passengers: -3%



ROI – EU RoRo: -1%

ROI – GB RoRo: -2%

All Island RoRo Share



Contents

NOTES.....	2
Executive Summary.....	5
1. Roll-on / Roll-off (RoRo).....	6
Q4 2023 RoRo by Route.....	7
RoRo Traffic by Mode	8
2. Lift-on / Lift-off (LoLo).....	10
3. Unitised Traffic: Long Term Path	11
4. Appendix	13

Executive Summary

RoRo traffic in Republic of Ireland (ROI) ports declined by 2% in the fourth quarter of 2023, to 289,971 units. When compared to recent years, this represents a subdued performance, as it is the first time in five years that RoRo traffic has failed to surpass 290,000 units in the fourth quarter. In the intervening years (2018 – 2022), fourth quarter RoRo volumes averaged 305,000 units. In Northern Ireland, RoRo volumes grew by 4%, to 222,740 units. On the island of Ireland, RoRo traffic amounted to 512,711 units, or 1% higher than Q4 2022.

The 2% decline in ROI RoRo traffic in Q4 2023 was driven primarily by ROI – GB routes. One of the factors behind this decline was the ending of the P&O service between Dublin and Liverpool, which was announced in August 2023. The service wound down in the final months of the year, meaning comparisons between Dublin – GB traffic in Q4 2023 and 2022 were affected. In December 2023, it was announced that Stena Line will enter this market by adding a service between Dublin and Liverpool that will begin in February 2024¹. The announcement is reflective of two characteristics of the Irish RoRo market. Firstly, the ability for shipping companies to respond quickly and add capacity at relatively short notice, and secondly, the resilience of demand for ROI – GB services, despite post-Brexit declines.

At port level, volumes were mixed. Dublin Port handled 236,571 units, a decline of 5% versus Q4 2022. In Rosslare Europort however, RoRo volumes grew by 12%. At 51,714 units, this is the highest Q4 volume for Rosslare recorded by the IMDO. As mentioned in previous IMDO reporting in 2023, Rosslare RoRo traffic has benefitted from a shift in demand towards direct (ROI – EU) routes following the end of the Brexit transition period. In 2023, the increase in RoRo traffic at Rosslare was driven by an announcement in late 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. In February 2023, Finnlines announced that a second vessel will be added to this route from Rosslare.

In the LoLo market, traffic at ROI ports rose by 5% in Q4 2023, to 278,850 TEU's. In Northern Ireland, volumes grew by 4% through Belfast, and for the island of Ireland, TEU volumes grew by 5%.

The 5% growth recorded in LoLo traffic in Q4 is a welcome development, as it brings to an end four consecutive quarters of steep annual declines, during which time LoLo traffic declined by an average of 8% per quarter. However, the volumes handled this quarter at ROI ports still represent an underperformance. Throughout 2021 and 2022, LoLo volumes averaged above 290,000 TEU's per quarter.

Overall, unitised (container) volumes, which encompasses both RoRo and LoLo markets, were below trend in Q4 2023, and have stagnated throughout the year. This is not surprising, given the difficult economic environment within which Irish importers and exporters have traded in recent years. Sharp increases in inflation, rising interest rates, and sluggish global growth have suppressed unitised traffic, beginning in the latter half of 2022. However, unitised traffic has also avoided sharp declines, holding onto much of the gains made during the COVID-19 related surge in trade. When the recent challenges are considered, the theme of unitised traffic at ports on the island of Ireland instead becomes one of resilience in 2023.

¹ [Stena Line to launch new freight route from Dublin to Birkenhead \(Liverpool\)](#)

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

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

Table 1:

Port	Q4 2022	Q4 2023	% Ch	Diff
	RoRo Units	RoRo Units	%	RoRo Units
Dublin	247,726	236,571	-5%	-11,155
Rosslare - Europort	46,197	51,714	12%	5,517
Cork	1,269	1,686	33%	417
Republic of Ireland	295,192	289,971	-2%	-5,221
Belfast	149,572	152,186	2%	2,614
Larne	41,034	44,442	8%	3,408
Warrenpoint	24,307	26,112	7%	1,805
Northern Ireland	214,913	222,740	4%	7,827
All - Island	510,105	512,711	1%	2,606

Source: IMDO

Q4 2023

RoRo traffic in the Republic of Ireland declined by 2% in the fourth quarter of 2023, equivalent to a drop of 5,221 RoRo units. On a seasonally adjusted basis, volumes fell by 3% between the third and fourth quarters in 2023. In Northern Ireland, RoRo volumes grew by 4% in the fourth quarter of 2023, equivalent to an additional 7,827 units compared to Q4 2022. On the island of Ireland, RoRo traffic grew slightly, by 1%, in Q4 2023.

For the full year 2023, RoRo traffic declined by 2%, equivalent to approximately 25,000 fewer RoRo units. In Northern Ireland, RoRo traffic in 2023 increased by 1%, equivalent to approximately 10,000 additional RoRo units. RoRo volumes on the island totaled just over 2 million units for the year. This represents a decline of 1% versus 2022, or roughly 15,000 units. More detail on the annual performance of the RoRo market in 2023 will be provided in the upcoming volume of the Irish Maritime Transport Economist.

When compared to recent years, the fourth quarter performance of RoRo volumes at ROI ports was relatively lackluster. At 289,971 units, this is the lowest fourth quarter volume since Q4 2017, when approximately 285,000 units were handled. It is the first time in five years that volumes failed to surpass 290,000 in the fourth quarter. In the intervening years (2018 – 2022), fourth quarter RoRo volumes averaged 305,000 units. However, this was heavily impacted by Q4 2020, when 338,000 units were handled. This spike in volume was driven by a pre-Brexit stockpile ahead of the end of the Brexit transition period on 31st December 2020. This Q4 2020 total represents an upper bound for quarterly volumes in the Irish RoRo market that has yet to be surpassed.

Port Performance

At port level, volumes were mixed. Dublin Port recorded a decline in RoRo traffic of 5%, or 11,155 fewer units. The last time Q4 volumes failed to surpass 240,000 units was in Q4 2015. In a given year, a quarterly total of 250,000 units is a benchmark consistently met in recent years by Dublin port. In 2023, this quarterly average fell back to 240,000 units.

In Rosslare Europort, RoRo volumes in Q4 2023 rose by 12% on an annual basis, adding 5,517 RoRo units. At 51,714 units, this is the highest Q4 volume for Rosslare recorded by the IMDO. As mentioned throughout IMDO reporting in 2023, Rosslare RoRo traffic has benefitted greatly from a doubling in demand for direct (ROI – EU) routes following the end of the Brexit transition period on 31st December 2020. In 2023, the increase in RoRo traffic was predominantly driven by an

announcement in late 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. In February 2023, Finnlines announced that a second vessel will be added to this route from Rosslare.

Overall, the increase in RoRo traffic at Rosslare offset the decline at Dublin Port. As a result, Rosslare’s share of ROI RoRo traffic ticked up slightly, to 18%, despite averaging 17% for much of the year. Dublin Port now holds an 82% share of ROI RoRo traffic, down from the 89% share held on the eve of Brexit.

Q4 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 ports².

Table 2:

Route	Q4 2022	Q4 2023	% Ch	Diff
	RoRo Units	RoRo Units	%	RoRo Units
Dublin - GB	186,081	180,676	-3%	-5,405
Rosslare - GB	13,807	14,536	5%	730
ROI - GB	199,888	195,212	-2%	-4,676

Source: IMDO

Table 3:

Route	Q4 2022	Q4 2023	% Ch	Diff
	RoRo Units	RoRo Units	%	RoRo Units
Dublin - EU	61,645	55,895	-9%	-5,750
Rosslare - EU	32,391	37,178	15%	4,788
Cork - EU	1,269	1,686	33%	417
ROI - EU	95,305	94,759	-1%	-546

Source: IMDO

In the fourth 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. 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 twelve consecutive quarters, with no deviation away from these shares, and thus no significant trajectory towards pre-Brexit patterns.

Despite their shares remaining constant, the decline in ROI RoRo traffic in Q4 2023 (See Table 1) was driven primarily by ROI – GB routes. Volumes on these routes fell by 4,676 units, which represents 90% of the overall decline in RoRo traffic this quarter. One of the key factors behind this decline was the ending of the P&O service between Dublin and Liverpool, which was announced in August 2023. The service was wound down in the final months of the year, meaning comparisons between Dublin – GB traffic in Q4 2023 and 2022 were affected. In December 2023, it was announced that Stena Line will enter this market by adding a service between Dublin and Liverpool that will begin in February 2024³. The announcement is reflective of two characteristics of the Irish RoRo market. Firstly, the ability for shipping companies to respond quickly to significant market changes, adding capacity at relatively short notice. Secondly, it is reflective of the resilience of

² The nine mainland European ports are: Bilbao, Cherbourg, Dunkirk, Le Harve, Leixoes, Roscoff, Rotterdam, Santander, Zeebrugge

³ [Stena Line to launch new freight route from Dublin to Birkenhead \(Liverpool\)](#)

demand for ROI – GB services, despite post-Brexit declines. Great Britain remains by far Ireland’s largest maritime trading partner in volume terms. The IMDO will continue to monitor closely the impact this change has on the Irish RoRo market.

RoRo Traffic by Mode

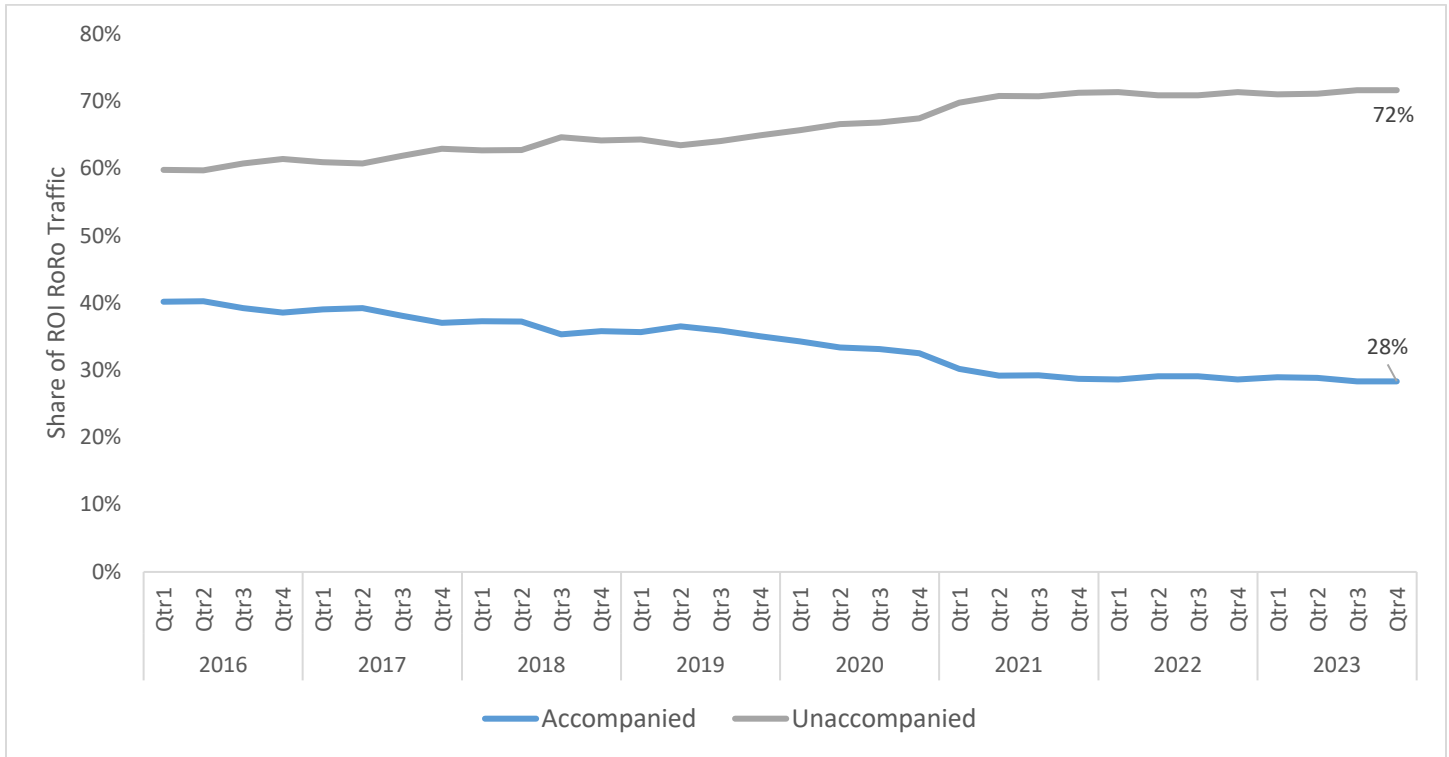
This section provides an update on the share of RoRo freight held by the accompanied and unaccompanied cargo modes. In recent reporting by the IMDO, it has been highlighted that the share of unaccompanied RoRo traffic in the Republic of Ireland has been increasing, and that this trend has been a persistent 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 both Q3 and Q4 2023 however, it rose slightly to 72%, the highest share recorded by the IMDO.

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 fourth quarter of 2023. The decline in accompanied traffic however, was steeper. Despite holding a 28% share of total RoRo traffic, the decline in accompanied traffic accounted for 44% of the overall drop in RoRo traffic this quarter. This was driven in large part by the loss of accompanied traffic on the service operated by P&O Ferries between Dublin and Liverpool, which as highlighted above, reduced operations in the final quarter of 2023.

Table 4:

Port	Q4 2022	Q4 2023	% Ch	Diff
	RoRo Units	RoRo Units	%	RoRo Units
Accompanied	84,528	82,239	-3%	-2,289
Unaccompanied	210,665	207,732	-1%	-2,933
Republic of Ireland	295,192	289,971	-2%	-5,221
Accompanied	76,655	76,450	0%	-205
Unaccompanied	138,258	146,290	6%	8,032
Northern Ireland	214,913	222,740	4%	7,827
Accompanied	161,183	158,689	-2%	-2,494
Unaccompanied	348,923	354,022	1%	5,100
All - Island	510,105	512,711	1%	2,606

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 fourth 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	Q4 2022	Q4 2023	% Ch	Diff
	TEU's	TEU's	%	TEU's
Cork	65,989	66,743	1%	754
Dublin	188,286	203,620	8%	15,334
Waterford	11,232	8,488	-24%	-2,744
Republic of Ireland	265,506	278,850	5%	13,344
Belfast	54,826	56,883	4%	2,057
Warrenpoint	0	0		0
Northern Ireland	54,826	56,883	4%	2,057
All-Island	320,331	335,732	5%	15,401

Source: IMDO

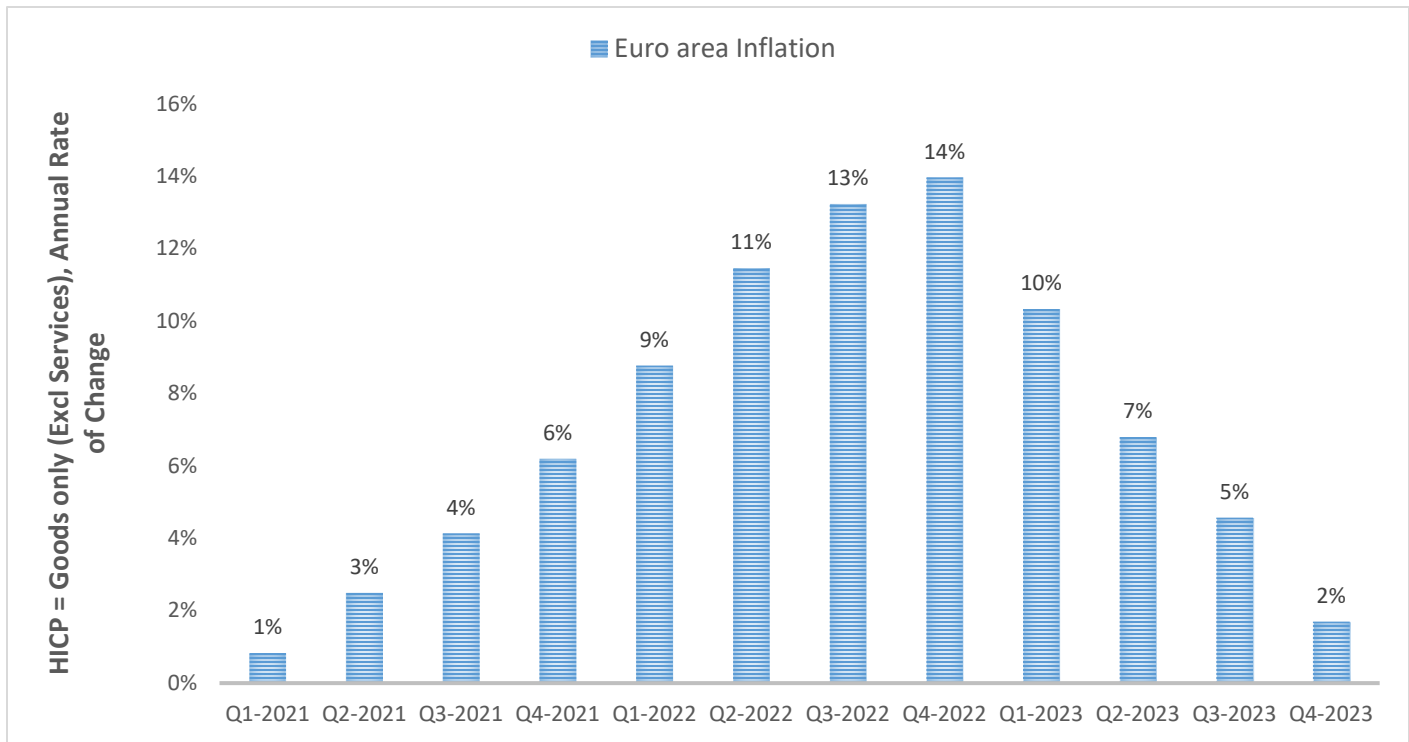
LoLo traffic at ROI ports rose by 5% in the fourth quarter of 2023, when compared to the same period in 2022. On a seasonally adjusted basis, volumes grew by 3% between the third and fourth quarters of the year. In Northern Ireland, volumes grew by 4% through Belfast, adding 2,057 TEU's. This is the fifth consecutive quarter that no container traffic was handled at Warrenpoint. For the island of Ireland, TEU volumes grew by 5% to 335,732 TEUs.

In Q4 2023, ROI LoLo growth was driven by Dublin Port, which grew by 8%, adding more than 15,000 units. A total of 203,620 TEU's were handled at Dublin Port, which is just 1% below Q4 2020 volumes, a record Q4 period for the port. Dublin now represents 73% of the Irish LoLo market, compared to 71% held throughout 2022.

When compared to previous fourth quarter periods, the volumes at ROI ports this year were significantly better than 2022, but remain below the Q4 volumes recorded in both 2020 and 2021. During those years, COVID-19 restrictions on the service economy drove an increase in demand for physical goods, which benefitted container traffic at Irish ports, as this cargo is generally comprised of finished, merchandise products destined for a retail setting.

The 5% growth recorded in LoLo traffic at ROI ports in Q4 2023 is a welcome development, as it brings to an end four consecutive quarters of steep annual declines, during which time LoLo traffic declined by an average of 8% per quarter. However, the volumes handled this quarter at ROI ports still represent an underperformance. Over the last three years (Q1 2021 – Q4 2023), the Irish LoLo market has been defined by two distinct periods; pre-inflation and post-inflation. Between 2021 and the midway point of 2022, LoLo traffic at ROI ports handled record volumes. This was underpinned by a combination of COVID-19, which drove demand for physical merchandise, and Brexit, which drove demand for direct services between Irish ports and mainland Europe. During this time, Irish LoLo traffic averaged roughly 295,000 TEU's per quarter. Since the midway point of 2022, inflation has risen sharply, while the beneficial COVID-19 effects have subsided. As a result, LoLo traffic has fallen back to an average of 275,000 TEU's per quarter. The 5% growth shown in Table 5 above, represents growth over a period where inflation peaked. In the Euro Area, goods inflation (i.e. excluding services) between October and December averaged 14%. The trajectory of Euro Area goods inflation since 2021 is illustrated in Figure 2 below.

Figure 2: Euro Area Goods Inflation



Source: Eurostat

3. Unitised Traffic: Long Term Path

In the context of the trajectory of the Irish unitised traffic market (i.e. RoRo & LoLo combined), the volumes handled in Q4 2023 represents a subpar performance. In the RoRo market, the long term path, or underlying pattern, for quarterly volumes at Dublin, Cork and Rosslare Europort gives an expected total of approximately 297,000 units per quarter. At 289,971 units, RoRo traffic in Q4 2023 is below this level. In the LoLo market, the long term path for quarterly volumes at Dublin, Cork and Waterford gives an expected total of approximately 288,000 TEU's per quarter. At 278,850 TEU's, Q4 2023 levels also fall below this trend.

This underperformance is not surprising, given the difficult economic environment within which Irish importers and exporters have traded in recent years. When these challenges are considered, the theme of unitised traffic at ports on the island of Ireland instead becomes one of resilience. There are two main factors that have suppressed volumes of unitised traffic at ports on the island of Ireland; inflation and sluggish global growth.

The recent trajectory of Euro Area goods inflation is shown in Figure 2 above. This pattern has not been isolated to European markets. Globally, inflation rates averaged 9% in 2022 and 7% in 2023, according to the latest edition of the IMF's World Economic Outlook⁴. This was the sharpest jump in price level in well over a decade. An increase in the general price level suppresses demand for manufactured, or consumer, goods such as those carried in containerized form. In order to tackle these inflation rates, Central Banks in major economies have quickly raised interest rates. In the Central Bank of Ireland's latest quarterly bulletin⁵, it is highlighted that the impact of higher rates has become more pronounced.

⁴ [World Economic Outlook, IMF, January 2024](#)

⁵ [Quarterly Bulletin No.4 2023, Central Bank of Ireland](#)

According to the report, there are indications that high retail interest rates are now influencing credit demand, which in turn is weighing on demand conditions both in Ireland and in its major trading partners.

Secondly, economic growth in the world's largest economies, and Ireland's most important trading partners, has been sluggish. According to the IMF, global growth in GDP in 2023 was 3%. In the Euro Area however, it was just 0.7%, and in the UK, GDP growth is also likely to be less than 1%. In China, GDP growth has fallen to around 4%, which is slower than most of the last decade. The impact of slow growth in these economies is evident in global seaborne trade volumes. According to Clarkson's shipping intelligence network⁶, world seaborne container trade grew by just 0.3% in 2023, which, excluding the initial impact of COVID-19, is the slowest rate of growth since the financial crisis of 2008. Unitised traffic at Irish ports is heavily impacted by demand in these larger economies, as well as global trends in seaborne trade. Lower growth makes it difficult for Irish exporters to sell their goods abroad, while higher prices makes it harder to import the same volume of goods each year.

When RoRo and LoLo cargo is converted to tonnes⁷, the annual total in 2023 is just 3% below 2022. Given the steep rises in inflation and interest rates, coupled with slow growth in major global economies, Irish ports have avoided major declines, and the sector continues to exhibit resilience in the face of economic headwinds.

⁶ [Clarkson's Shipping Intelligence Network](#)

⁷ Whereby 1 Twenty-Foot Equivalent Unit (TEU) = 10 tonnes, and 1 RoRo Freight Unit = 14 tonnes

4. 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 markets for the fourth quarter 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 6:

Accompanied RoRo	Q4 2022	Q4 2023	% Ch	Diff
	RoRo Units	RoRo Units	%	RoRo Units
Dublin	64,205	60,723	-5%	-3,482
Rosslare	20,064	21,031	5%	968
Cork	259	485	87%	226
Republic of Ireland	84,528	82,239	-3%	-2,289
Northern Ireland	76,655	76,450	0%	-205
All-Island	161,183	158,689	-2%	-2,494

Table 7:

Unaccompanied RoRo	Q4 2022	Q4 2023	% Ch	Diff
	RoRo Units	RoRo Units	%	RoRo Units
Dublin	183,521	175,848	-4%	-7,673
Rosslare	26,134	30,683	17%	4,550
Cork	1,010	1,201	19%	191
Republic of Ireland	210,665	207,732	-1%	-2,933
Northern Ireland	138,258	146,290	6%	8,032
All-Island	348,923	354,022	1%	5,100

Table 8:

Laden LoLo	Q4 2022	Q4 2023	% Ch	Diff
	TEU's	TEU's	%	TEU's
Cork	51,062	51,242	0%	180
Dublin	143,277	153,494	7%	10,217
Waterford	7,672	6,047	-21%	-1,625
Republic of Ireland	202,012	210,784	4%	8,772
Belfast	40,745	42,143	3%	1,399
Warrenpoint	-	-	0%	0
Northern Ireland	40,745	42,143	3%	1,399
All Island	242,756	252,927	4%	10,171

Table 9:

LoLo Unladen	Q4 2022	Q4 2023	% Ch	Diff
	TEU's	TEU's	%	TEU's
Cork	14,926	15,500	4%	574
Dublin	45,009	50,126	11%	5,117
Waterford	3,560	2,441	-31%	-1,119
Republic of Ireland	63,494	68,066	7%	4,572
Belfast	14,081	14,740	5%	659
Warrenpoint	-	-	0%	0
Northern Ireland	14,081	14,740	5%	659
All Island	77,575	82,806	7%	5,231

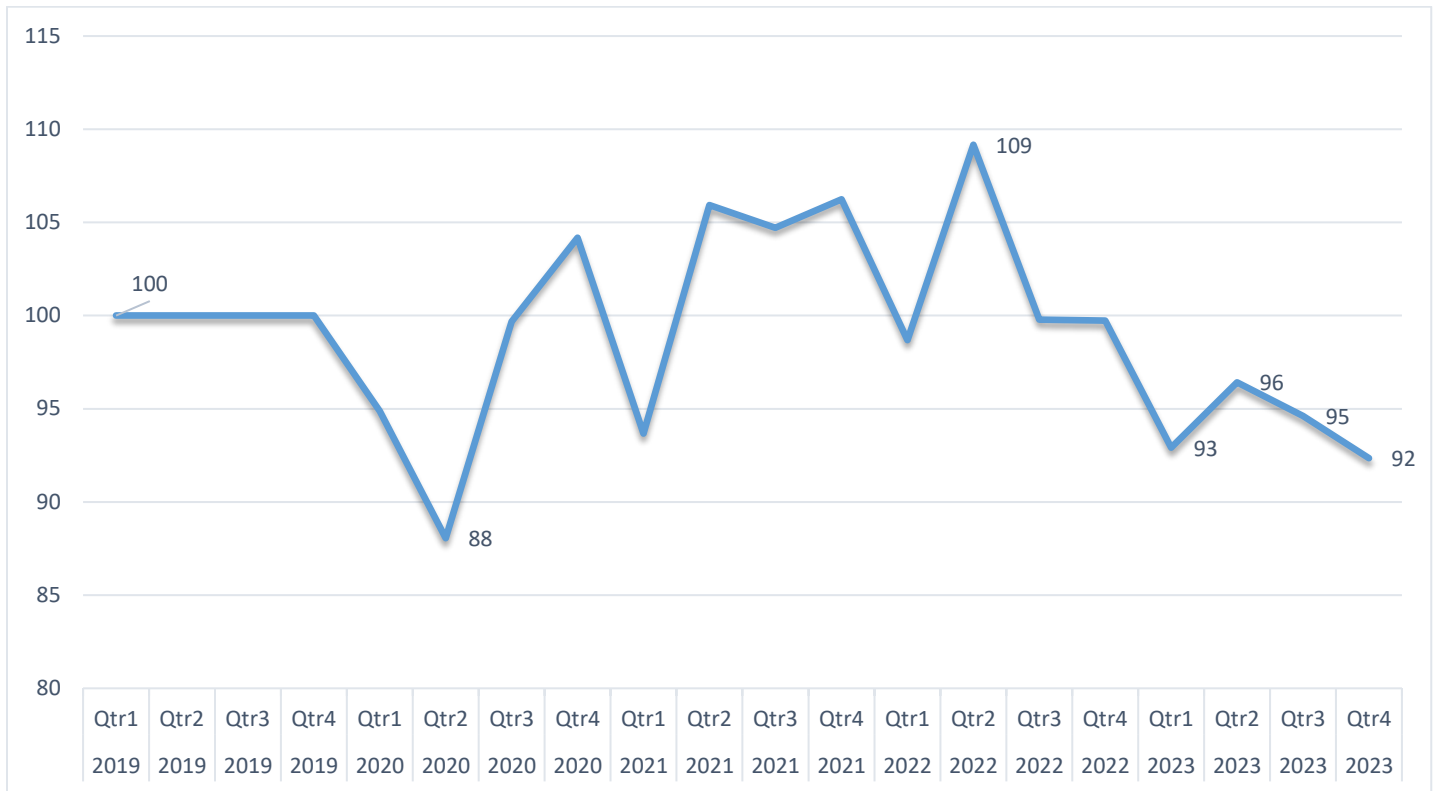
Table 10:

Passenger No.	Q4 2022	Q4 2023	Growth	Diff
	No.	No.	%	No.
Cork	9,610	11,594	21%	1,984
Dublin	341,673	319,104	-7%	-22,569
Rosslare-Europort	97,192	94,599	-3%	-2,593
Republic of Ireland	448,475	425,297	-5%	-23,178
Belfast	374,361	352,491	-6%	-21,870
Larne	84,085	93,623	11%	9,538
Northern Ireland	458,446	446,114	-3%	-12,332
All-Island	906,921	871,411	-4%	-35,510

Table 11:

Passenger Vehicles⁸	Q4 2022	Q4 2023	Growth	Diff
Port	No.	No.	%	No.
Cork	3,538	4,061	15%	523
Dublin	86,551	77,872	-10%	-8,679
Rosslare-Europort	40,830	39,445	-3%	-1,385
Republic of Ireland	130,919	121,378	-7%	-9,541
Belfast	95,672	89,491	-6%	-6,181
Larne	23,953	25,960	8%	2,007
Northern Ireland	119,625	115,451	-3%	-4,174
All-Island	250,544	236,829	-5%	-13,715

Figure 2: iShip Index, 2019 = 100⁹



⁸ Passenger Vehicles includes cars, coaches, trailers, motorcycles, etc.

⁹ 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.