



ROSSLARE EUROPORT Year to Date Performance

Year to-date Overview

- Direct sailings to the Continent have gone from 3 to 18 a week offering 36 services to and from Rosslare (April 2021)
- Rosslare Europort now Ireland's Number 1 port for direct RoRo services to Europe – total ship visits up 31%
- Combined Freight Traffic UK & Europe +51% (YTD 2021 v 2020)
- Continental Freight +476%
- UK Freight -43%
- 98% of services delivered on time according to port service agreement
- Need to review the possibility of 24hr operations if further additional sailings are to be introduced and advanced construction of longer berth and double linkspan
- Passenger business continues to be severely affected by Covid travel restrictions
- Post Brexit operations disruption was minimum all preparation plans worked well
- Two Antigen test centres for HGV drivers up and running
- Very Positive feedback from Industry, Public Representatives, Haulage sector, media regarding Rosslare Europort performance

Sailings & Volumes Continental

- Direct sailings to Europe have gone from 3 to 18 a week offering 36 services to and from Rosslare (from April)

Ship Visits Continental	YTD 2020	Jan 2021	Diff
DFDS	0	49	49
Stena Line	32	47	15
Brittany Ferries	0	27	27
TOTAL	32	123	91

Rosslare Europort – Direct weekly sailings to Continental 2021		
Operator	Route	Frequency
Stena Line	Rosslare to Cherbourg	Six times each way weekly
DFDS	Rosslare to Dunkirk	Eight times each way weekly
Brittany Ferries	Rosslare to Bilbao	Twice each way weekly
Brittany Ferries	Rosslare to Cherbourg	One each way weekly
Brittany Ferries	Rosslare to St Malo; Roscoff to Rosslare	One each way weekly

- Continental Freight Unit volumes YTD 20 v Jan 21  +476%

Rosslare Europort – Freight Unit Volume Continental 2020 v 2021		
YTD 2020	YTD 2021	Diff
3281	18904	15623

Continental	YTD 2020	YTD 2021	Vol Diff	% Diff
Accompanied	1127	10570	9443	811%
Unaccompanied	2154	8334	6180	287%
Total	3281	18904	15623	476%

Sailings and Volumes UK / Overall Combined

- Scheduled daily sailings to UK have gone from 4 to 3 reflecting the difficulties of trade with the UK post Brexit

UK Freight Units	2020	2021	Vol Diff	% Diff
Accompanied	7026	3182	-3844	-55%
Unaccompanied	7723	5151	-2572	-33%
Total	14749	8333	-6416	-43%

Combined Continental & UK Freight Jan 20 v Jan 21

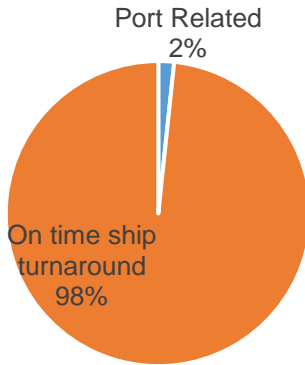
Combined Freight	2020	2021	Vol Diff	% Diff
Accompanied	8153	13752	5599	68%
Unaccompanied	9877	13485	3608	37%
Total	18030	27237	9207	51%

Combined UK & Continental Passenger Jan 20 v Jan 21

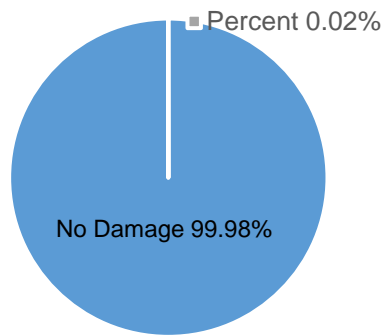
Combined Pass	2020	2021	Vol Diff
UK	14011	771	-13240
Eur	2505	1089	-1416
Total	16516	1860	-14656

Operations Performance YTD 2021

Ship Punctuality



Damage January 2021



Meeting New Business Demands

- Additional colleagues recruited and trained
- Additional Tug machines leased
- Scheduling of vessels aligned to meet customer and operational requirements
- New Operations / Loading / Traffic procedures in place
- Covid procedures in place to protect staffing levels
- New Safety Executive in place to monitor safe operations / processes / standards
- Will need to look at going 24hrs / Only off peak berth availability
- Plans being reviewed for return of passenger volumes and UK freight

Brexit

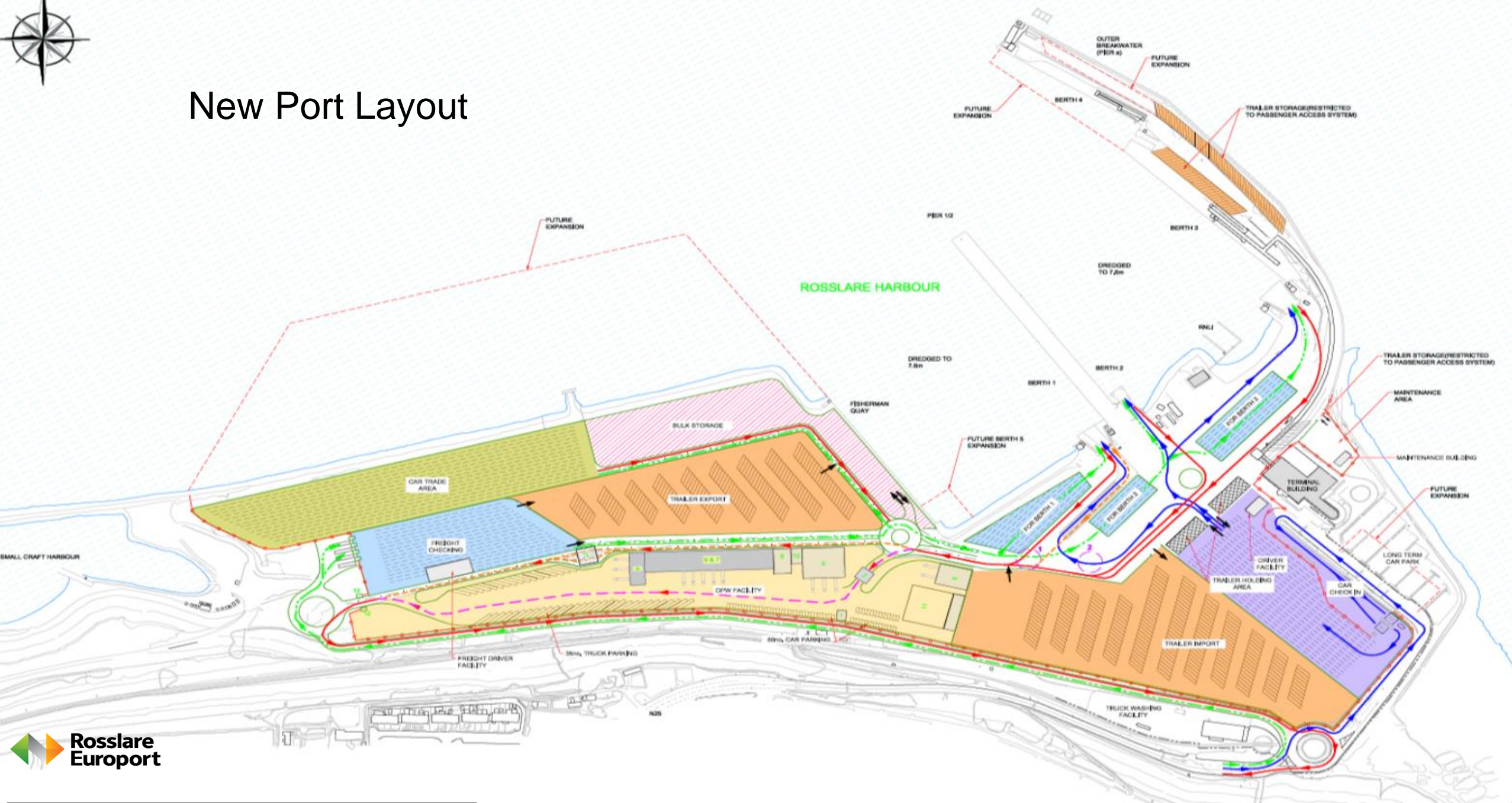
- Border Inspection Facility fully operational 7 days a week
- Traffic Management plan in place with State Agencies / Gardaí
- Brexit Signage and Communications plan in place
- One traffic congestion incident – caused by a booking system (not Brexit Related)
- Volumes from UK are -43% down – gradual lead in time for testing facilities given the reduction in traffic
- Fears of congested ports have not materialised on the basis that supply chains have shifted and stock stuck in UK Warehouses due to Brexit / Customs issues / Further UK Customs checks being implemented April / July 2021
- Growing demand for further direct services to Europe

Masterplan

- Planning Permission for Phase 1 of Masterplan granted by Wexford County Council in September 2020;
- Multi-Disciplinary Design Consultants appointed for the Masterplan in October 2020;
- Initial clearance / creating temporary storage areas works commenced Dec 2020
- Detailed Design of Phase 1 is ongoing and scheduled for completion in March 2021;
- Preliminary Design of Phases 2, 3 & 4 ongoing and scheduled for completion in March 2021;
- Engagement with the OPW and Wexford County Council/TII ongoing regarding the permanent Border Control Post and the N25 Rosslare Europort Access Road;
- Construction of the Phase 1 is scheduled to commence in Q3 2021.



New Port Layout



Offshore Wind Energy

- Rosslare Europort is the best geographical positioned port to the Offshore Wind developments in the Irish and Celtic seas
- Carried out a full in-depth requirement regarding port infrastructure to meet industry needs.
- Purpose built Offshore Wind Hub facility at Rosslare Circa €200M
- Engagement continuing with key government and industry stakeholders
- Financial business case completed
- Proposal for detailed design, planning, environmental and engineering works submitted for Rosslare Offshore Wind Hub- Q2 2021 – Q3 2023, €4.1m circa
- Department reviewing the potential of EU grant applications applicable to Offshore Wind infrastructure projects

Redevelopment Scenario no. 4

Port Expansion / Reclamation

Key Features:

1. CTV Berth – Construction of a low freeboard berth dedicated to CTV operations;
2. OW Quay – Purpose built quay (L> 200m);
3. OW Storage & Assembly Area – Reclamation area (50 ac);
4. Navigational Channel & OW berth – Dredging up to -9.0m CD;
5. Small Boat Marina – Relocated; and
6. MCC & Management Office(s).

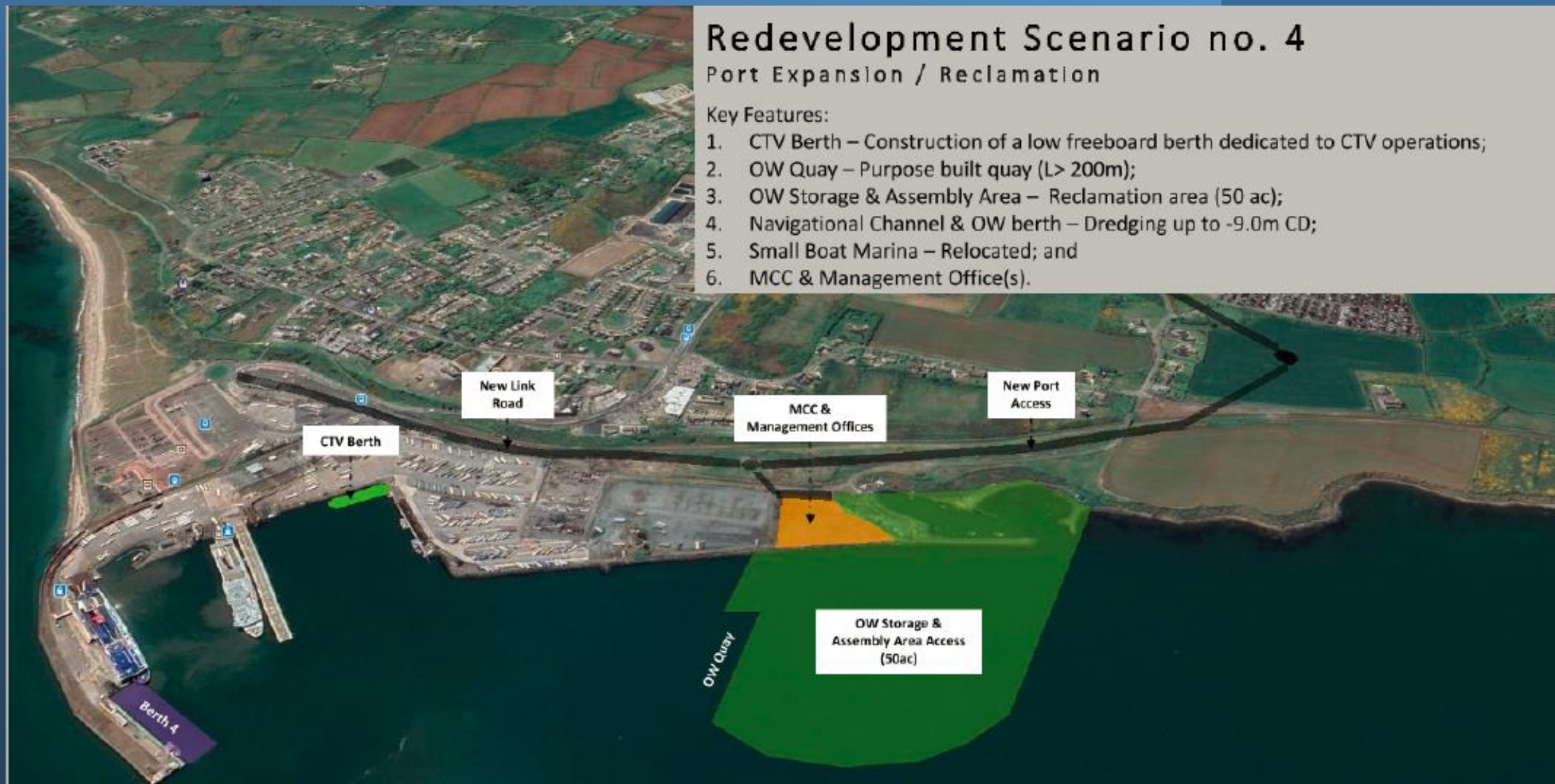


Image © 2020 CNES / Airbus
© 2020 Google

Google Earth



**Rosslare
Europort**