

# **Port Infrastructure Charges 2026-2030**

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**COMHLAICHT  
CHALAFORT  
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DUBLIN  
PORT  
COMPANY

## **1. Evolution of Pricing at Dublin Port**

In September 2021, Dublin Port Company (DPC) published its Port Infrastructure Charges for 2022 to 2026, providing the detail and rationale for the pricing framework that would support the delivery of the next phase of Masterplan 2040.

The framework assumed a relatively stable macro-economic environment, however the reality proved to be different. Brexit resulted in route changes and created additional land pressures. The inflationary impact of the post Covid-19 pandemic and the war in Ukraine led to material increases in construction inflation which in turn, increased DPC's capital spend to a point where the outlook at the end of 2026 will be €120m, or 26% more than originally planned in the Port Infrastructure Charges document of 2021.

It is difficult for businesses to predict such macro-economic events, making the publication of long-term financial projections challenging. However, these trends became apparent during 2024 and subsequently resulted in the price increases of 2025.

Dublin Port's performance is directly linked to the performance of the economy and while there is continued uncertainty at a macro-economic level, there is a relatively high degree of visibility on the Port's capital programme to 2030.

This document sets out pricing guidance to the end of 2030 but with the caveat that this framework may be subject to change – upwards or downwards – in the event of material changes in what continues to be a volatile operating context.

## **2. Dublin Port Masterplan 2040**

DPC's core mandate – enabling Port capacity to facilitate growth in the national economy – remains unchanged as per the Masterplan 2040 document first published in 2011. The Port is currently running at close to capacity and further expansion is urgently required.

The delivery of the DPC Masterplan 2040 is comprised of three main phases, namely ABR, MP2 and 3FM. Much of the capital programme to date has been focused on ABR and has involved the dredging of the main approach channel to -10m, creation of new yards, rebuilding of quay walls, new jetties and associated infrastructure. In addition, the Port has continued to convert land previously used for non-core Port activities to more productive use, principally, the creation of storage space for unitised cargo.

In the last few years Port users have benefitted from:

- A new deepened approach channel of -10m along with ongoing maintenance dredging
- Over 14km of new estate roads, including the Promenade Road dual carriageway, with upgrades continuing for the next few years
- Over 32ha of yards repurposed for Port purposes
- Delivery of Ireland's first inland Port, facilitating the relocation of empty container depots and hauliers
- Over 64ha of newly paved yards and terminals
- Over 2.3km of newly constructed Quay Walls
- Significant investment into Port infrastructure including linkspans, common oil pipeline, water mains

In addition to the works associated with the Masterplan, DPC is also charged with increasing the resilience of the Port. This involves the maintenance and strengthening

of existing infrastructure in areas such as roads, quay walls, ramps, and other assets. The costs associated with these activities have been impacted by inflation and also by the fact that the Port estate is continuously growing.

In 2026, planning permission will be sought to complete the unfinished dredge of Alexandra Basin, meaning that work on the ABR project will continue to 2032, with the MP2 project having commenced in late 2024.

The MP2 project has both scale and complexity. It requires the building of two new berths, 52 and 53. Berth 53, currently under construction, is located at the eastern end of the Port and requires a highly innovative, automated mooring system to safely berth ships. As required under the planning consent, the engineering solution will also protect the adjoining Special Protected Area (SPA) to the north of the berth. In addition, the MP2 project will merge Terminals 1,2 and 5 into a large, unified passenger terminal by the infill of existing Berths 52/53. Each of the new berths will be equipped with double tier, link span ramps providing additional capacity and contingency for the Port.

The completion of the ABR and MP2 projects will increase Port capacity materially and will also significantly enhance the overall resilience of the country's premier Port at a time when extreme weather events are becoming all too common an occurrence.

The final project of the Masterplan, 3FM, is currently under review by An Coimisiún Pleanála. Whereas there will be some investment in the ongoing detailed design of 3FM in the next few years, the amount of investment is expected to be relatively modest in the overall context as we prepare for its commencement.

*See Appendix 1 for an overview map of Masterplan 2040.*

### **3. Dublin Port Company's business model**

Dublin Port Company, as a commercial semi-state, is required to be self-funding and therefore relies on the market, in its broadest sense, to raise revenues through volumes and pricing whilst balancing net incomes against borrowings to fund its operational costs and capital investment programme.

Dublin Port's approach to Port charges over the years has been to balance the desire to minimise market pricing with the need to raise funds in order to deliver on its capital programme. For the period 2004 to 2021, DPC was able to absorb the fluctuations of the Irish economy and maintain flat pricing, however this was also in the context of a smaller capital programme. For context, the average annual capital spend between 2015 and 2024 was c.€65m with the same figure for 2025-2030 envisaged to be c.€170m – an increase of c.160%.

The dual impact of construction inflation combined with the commencement of the second project of Masterplan 2040, i.e. MP2, has resulted in the requirement for a significant increase in both market pricing and borrowings.

### **4. Port charges 2026 – introduction of levy**

DPC's charging model is designed to spread investment costs across all Port users as evenly as possible. As Masterplan 2040 comes to fruition, over time all Port users will

benefit directly from the enhanced facilities and infrastructure, including through completion of all three main phases, namely ABR, MP2 and 3FM.

The step-change in capital expenditure brought about by inflation and the escalation of the delivery of Masterplan 2040, has necessitated the introduction of an infrastructure levy which will apply across multiple modes (details below).

The choice of a levy, linked to the Port's capital programme, enables DPC to modify this charge over time without impacting on its core pricing. The infrastructure levy will be identified as a specific line item on customer invoices and will apply from 2026 to 2030 at which time it will be reviewed.

The Port will also apply its charges to incentivise the faster movement of unitised cargo. An infrastructural charge will not be applied to the tourism business and a reduced levy has been applied to construction, animal feed and green energy.

Throughout the recent pricing consultation process, and indeed, since the introduction of the Port Infrastructure Charges document in 2021, DPC has engaged with, and sought feedback from key customers associated with the Port. Although it has not been possible to meet all customers associated with the Port or to incorporate all feedback received, DPC is grateful for the feedback which has resulted in amendments in some key areas.

In light of feedback received by DPC during this recent pricing consultation process and given the scale of changes in Port charges for 2026, DPC has decided to postpone implementation from January 1<sup>st</sup> to March 1<sup>st</sup> 2026. All subsequent price increases in future years will take effect from January 1<sup>st</sup>.

## **5. Port Charges 2026 to 2030 – application and implementation**

The detailed price schedules by mode are attached for reference however top line details are provided below:

- A minimum of 5% annual increase on all Tonnage Dues
- A minimum of 5% annual increase on all goods types, with the exception of accompanied trailers where the minimum percentage increase will be 2%
- An annual infrastructure levy of €15 per equivalent laden 40ft trailer, adjusted to reflect the size of container / trailer
- There will be no levy on unladen containers
- There will also be annual levies on non-unitised goods
  - Bulk Liquid                    €0.50 to €1.00 per tonne
  - Bulk Solid                    €0.50 to €1.00 per tonne
  - Trade Cars                    €10 per vehicle
  - Break Bulk                    €5 per tonne

The timeframe for the proposed pricing guidance is 2026-2030. However, whilst it is the express intention of the Port to maintain these charges at these levels, these charges remain subject to review based on material changes to key assumptions including overall economic performance, inflation and / or other unforeseen circumstances.

*See appendix 2 for a detailed schedule of charges*

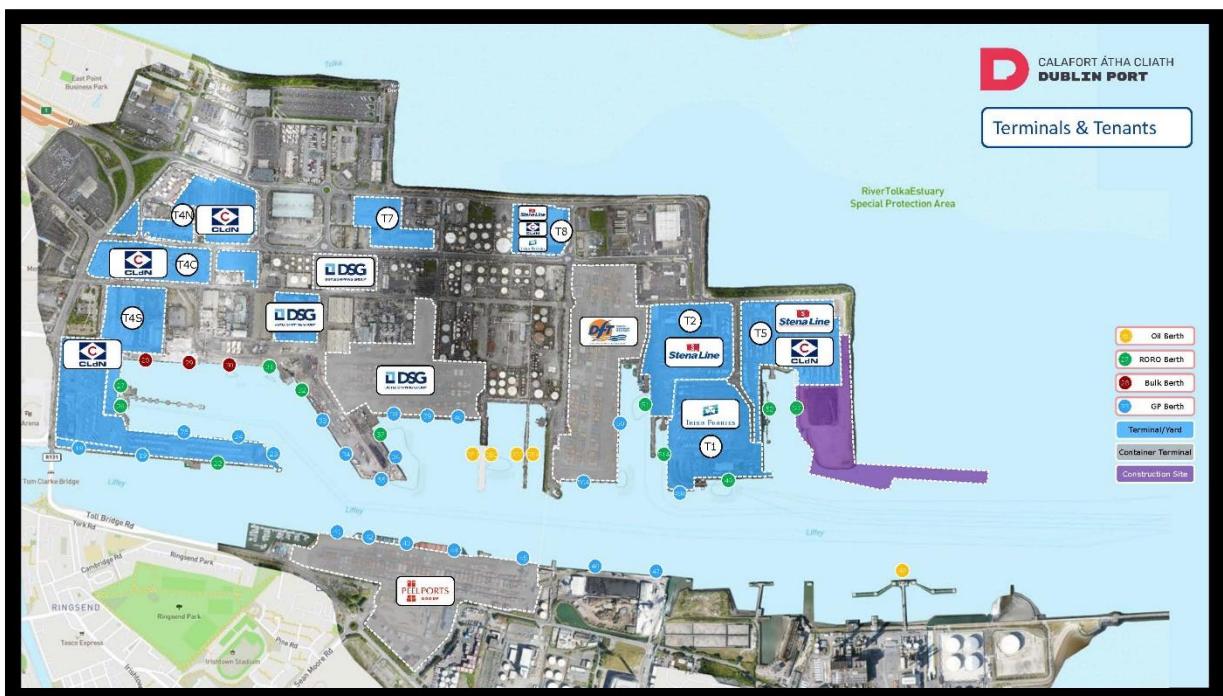
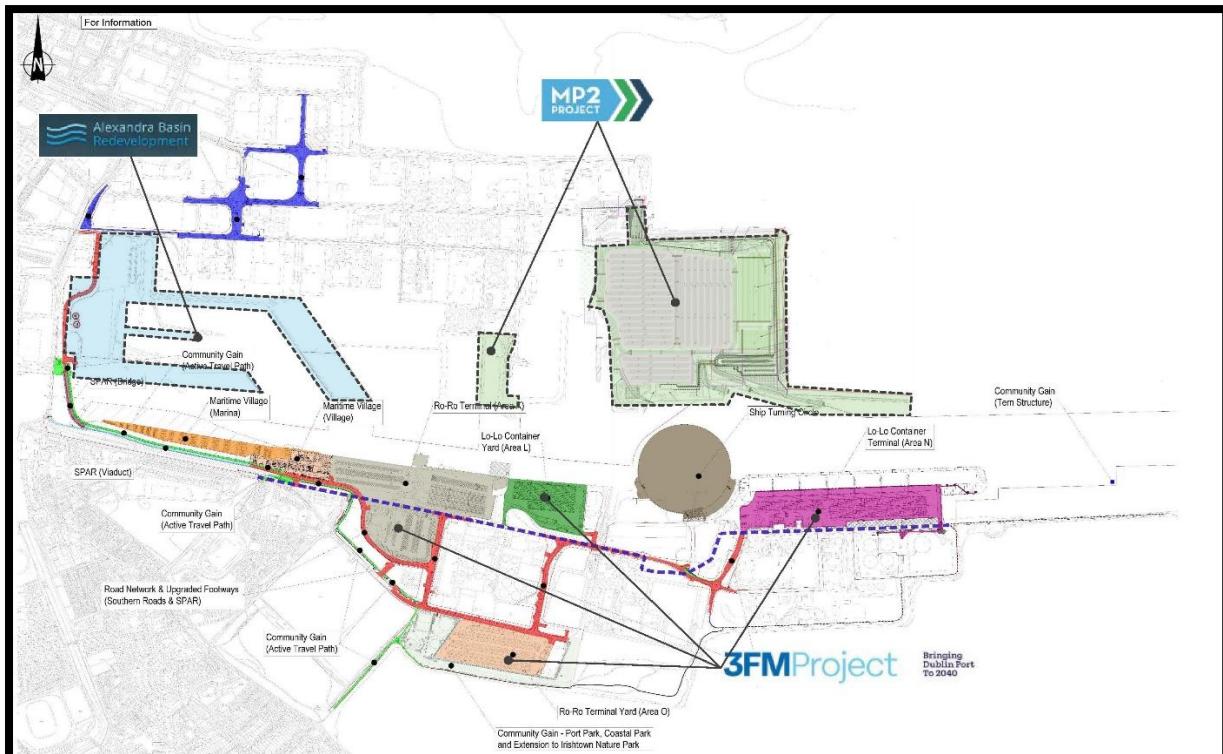
## **6. Summary**

The Port is currently running at close to capacity, making the continued implementation of Masterplan 2040 essential to staying ahead of anticipated demand and strengthening overall resilience. The growing scale and complexity of Masterplan 2040 projects, combined with significantly higher construction costs, now necessitate an increase in Port charges.

Given the need for increased capacity and resilience, there is significant national risk attached to not proceeding with the Port's development plans. Dublin Port is the gateway to Ireland's economy, enabling €165bn of trade per annum. These new charges, are an investment in the long-term growth of the Port and in the national economy. They will facilitate the Port investing in building additional capacity to allow for greater expansion of trade and, by association, the expansion and growth of our customers' businesses.

Whilst the Port fully recognises that these changes represent a significant increase on historically low pricing, the net changes proposed for 2026 are modest in the context of the overall economic value they enable, and should not have an inflationary impact.

## Appendix 1 - Masterplan2040 and Dublin Port estate maps



## Appendix 2 - Detailed Port charges schedules

The following price Increases are valid from 1st March 2026

Item Code	Acc/Non Acc	Measure	Price 2025	Price 2026	Increase	%	Levy 2026	Total Price 2026
71A Power Gen. Mach. & Equip		Tonnes	€11.31	€11.88	€0.57	5%	€5.00	€16.88
74A Gen. Indust. Mach. Equipment		Tonnes	€15.00	€15.75	€0.75	5%	€5.00	€20.75
06A Molasses & Vinasses		Tonnes	€1.77	€1.86	€0.09	5%	€0.50	€2.36
33A Petrol Spirits, Naphtha		Tonnes	€4.14	€4.35	€0.21	5%	€1.00	€5.35
33C Fuel Oils: Gas, Diesel.		Tonnes	€3.30	€3.47	€0.17	5%	€1.00	€4.47
33D Petroleum Bitumen		Tonnes	€2.63	€2.76	€0.13	5%	€1.00	€3.76
33F Fuel Oils: Dual Purpose Kero, Kero, Jet A1		Tonnes	€3.30	€3.47	€0.17	5%	€1.00	€4.47
34A Gas, Natural & Manufactured		Tonnes	€4.98	€5.23	€0.25	5%	€1.00	€6.23
43B Biodiesel (FAME)		Tonnes	€2.90	€3.05	€0.15	5%	€0.50	€3.55
51B Bio Ethanol		Tonnes	€3.60	€3.78	€0.18	5%	€0.50	€4.28
04A Cereals, Preparations		Tonnes	€1.80	€1.89	€0.09	5%	€0.50	€2.39
08A Animal Feed		Tonnes	€1.80	€1.89	€0.09	5%	€0.50	€2.39
27C Contaminated Soil/Clay		Tonnes	€2.50	€2.63	€0.13	5%	€1.00	€3.63
27F Stone aggregate		Tonnes	€1.39	€1.46	€0.07	5%	€0.70	€2.16
27G Fly Ash, Bottom Ash (bulk or bagged)		Tonnes	€2.50	€2.63	€0.13	5%	€1.00	€3.63
28A Metal Scrap		Tonnes	€1.29	€1.35	€0.06	5%	€1.00	€2.35
28B Ores, Concentrates, Etc		Tonnes	€1.31	€1.38	€0.07	5%	€0.50	€1.88
66D Cement Additive Fines		Tonnes	€1.12	€1.18	€0.06	5%	€0.50	€1.68
99A Lo/Lo Loaded units <= 6.1m(20')	Un Acc	Units	€18.25	€19.16	€0.91	5%	€7.50	€26.66
99B Lo/Lo Loaded units < 9.15m(30')	Un Acc	Units	€27.38	€28.75	€1.37	5%	€11.25	€40.00
99C Lo/Lo Loaded units > 9.15m(40')	Un Acc	Units	€36.50	€38.33	€1.83	5%	€15.00	€53.33
99D Lo/Lo Empty units <= 6.1m(20')	Un Acc	Units	€13.24	€13.90	€0.66	5%		€13.90
99E Lo/Lo Empty units < 9.15m(30')	Un Acc	Units	€19.87	€20.86	€0.99	5%		€20.86
99F Lo/Lo Empty units > 9.15m(40')	Un Acc	Units	€26.51	€27.84	€1.33	5%		€27.84
99JA Ro/Ro Loaded units 15.25m(50')	Acc	Units	€34.98	€35.68	€0.70	2%	€15.00	€50.68
99OA Ro/Ro Empty units 15.25m(50')	Acc	Units	€25.40	€25.91	€0.51	2%		€25.91
99KA Ro/Ro Loaded units > 15.25m	Acc	Units	€34.98	€35.68	€0.70	2%	€15.00	€50.68
99NA Ro/Ro Empty units 12.2m(40')	Acc	Units	€25.40	€25.91	€0.51	2%		€25.91
99IA Ro/Ro Loaded units 12.2m(40')	Acc	Units	€34.98	€35.68	€0.70	2%	€15.00	€50.68
99PA Ro/Ro Empty units >15.25m	Acc	Units	€25.40	€25.91	€0.51	2%		€25.91
99HA Ro/Ro Loaded units 9.15m(30')	Acc	Units	€26.24	€26.76	€0.52	2%	€11.25	€38.01
99MA Ro/Ro Empty units 9.15m(30')	Acc	Units	€19.04	€19.42	€0.38	2%		€19.42
99LA Ro/Ro Empty units <= 6.1m(20')	Acc	Units	€12.68	€12.93	€0.25	2%		€12.93
99GA Ro/Ro Loaded units <= 6.1m(20')	Acc	Units	€17.49	€17.84	€0.35	2%	€7.50	€25.34
99IU Ro/Ro Loaded units 15.25m(50')	Un Acc	Units	€36.50	€38.33	€1.83	5%	€15.00	€53.33
99OU Ro/Ro Empty units 15.25m(50')	Un Acc	Units	€26.51	€27.84	€1.33	5%		€27.84
99KU Ro/Ro Loaded units >15.25m	Un Acc	Units	€36.50	€38.33	€1.83	5%	€15.00	€53.33
99NU Ro/Ro Empty units 12.2m(40')	Un Acc	Units	€26.51	€27.84	€1.33	5%		€27.84
99IU Ro/Ro Loaded units 12.2m(40')	Un Acc	Units	€36.50	€38.33	€1.83	5%	€15.00	€53.33
99PU Ro/Ro Empty units >15.25m	Un Acc	Units	€26.51	€27.84	€1.33	5%		€27.84
99HU Ro/Ro Loaded units 9.15m(30')	Un Acc	Units	€27.38	€28.75	€1.37	5%	€11.25	€40.00
99MU Ro/Ro Empty units 9.15m(30')	Un Acc	Units	€19.87	€20.86	€0.99	5%		€20.86
99LU Ro/Ro Empty units <= 6.1m(20')	Un Acc	Units	€13.24	€13.90	€0.66	5%		€13.90
99GU Ro/Ro Loaded units <= 6.1m(20')	Un Acc	Units	€18.25	€19.16	€0.91	5%	€7.50	€26.66
78H Ro/Ro Non Cargo Units 9.15m	Un Acc	Units	€27.38	€28.75	€1.37	5%	€11.25	€40.00
78I Ro/Ro Non Cargo Units 12.2m	Un Acc	Units	€36.50	€38.33	€1.83	5%	€15.00	€53.33
78J Ro/Ro Non Cargo Units 15.25m	Un Acc	Units	€36.50	€38.33	€1.83	5%	€15.00	€53.33
78K Ro/Ro Non Cargo Units >15.25m	Un Acc	Units	€36.50	€38.33	€1.83	5%	€15.00	€53.33
79A Rail, Air, Sea Transport Etc.	Un Acc	Units	€6.32	€6.45	€0.13	5%	€3.00	€9.45
78A Road Vehicles (Except Cars)		Tonnes	€10.00	€10.50	€0.50	5%	€5.00	€15.50
78G Ro/Ro Non Cargo Units 6.1m		Units	€18.25	€19.16	€0.91	5%	€7.50	€26.66
10A Passengers		Units	€0.75	€0.79	€0.04	5%		€0.79
10B Passengers Cruise Visitors (Port of Call)		Units	€2.00	€2.10	€0.10	5%		€2.10
10C Passengers Cruise Visitors (Turnaround)		Units	€5.00	€5.25	€0.25	5%		€5.25
98A Tourist Motor Cars		Units	€2.36	€2.48	€0.12	5%		€2.48
98B Tourist Motor Cycles		Units	€2.36	€2.48	€0.12	5%		€2.48
98C Tourist Trailers		Units	€2.36	€2.48	€0.12	5%		€2.48
98D Tourist Caravans		Units	€4.79	€5.03	€0.24	5%		€5.03
98E Tourist Minibuses/Dormobiles		Units	€4.79	€5.03	€0.24	5%		€5.03
98F Tourist Coaches/Buses		Units	€11.95	€12.55	€0.60	5%		€12.55
78B Trade Passenger Motor Cars		Units	€20.00	€21.00	€1.00	5%	€10.00	€31.00

<b>Ships Tonnage Dues</b>	-	5% Increase
<b>Towage</b>	-	10% increase
<b>Pilotage</b>	-	5% increase
<b>PEC's</b>	-	Remains at 7% of the Pilotage composite rate